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ASD, USAF LTR dtd 3 Jan 1975

AFFTC-TR-74-3

AD922598

AFFTC-TR-74-3

F-4 RAIN TIRE PERFORMANCE FLIGHT TESTS

AFFTC

Larry K. McCallon, Major USAF, Project Engineer

MARCH 1974

FINAL REPORT

Distribution limited to U.S. Government agencies only (Test and Evaluation), January 1974. Other requests for this document must be referred to ASD/SMK, Wright-Patterson AFB, Ohio 45433.

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AIR FORCE FLIGHT TEST CENTER
EDWARDS AIR FORCE BASE, CALIFORNIA
AIR FORCE SYSTEMS COMMAND
UNITED STATES AIR FORCE

This technical report was submitted under Job Order Number 5549A0 by the Performance and Flying Qualities Branch, Flight Test Engineering Division, Directorate of Test Engineering and Services, of the Air Force Flight Test Center, Edwards AFB, California 93523.

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REPORT DOCUMENTATION PAGE

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1. REPORT NUMBER: AFFTC-TR-74-3	2. GOVT ACCESSION NO. / 3. RECIPIENT'S CATALOG NUMBER
4. TITLE (and Subtitle): F-4 RAIN TIRE PERFORMANCE FLIGHT TEST	5. TYPE OF REPORT & PERIOD COVERED: Final 6. PERFORMING ORG. REPORT NUMBER
7. AUTHOR(s): Larry K. McCallon, Major USAF	8. CONTRACT OR GRANT NUMBER(s)
9. PERFORMING ORGANIZATION NAME AND ADDRESS: Deputy Commander for Operations, Air Force Flight Test Center, Edwards AFB, California 93523	10. PROGRAM ELEMENT, PROJECT, TASK AREA & WORK UNIT NUMBERS: Project Directive 73-66, JON 5549A0
11. CONTROLLING OFFICE NAME AND ADDRESS: ASD/SMK, Wright-Patterson AFB, Ohio 45433	12. REPORT DATE: March 1974 13. NUMBER OF PAGES
14. MONITORING AGENCY NAME & ADDRESS (if different from Controlling Office)	15. SECURITY CLASS. (of this report): Unclassified 15a. DECLASSIFICATION/DOWNGRADING SCHEDULE

16. DISTRIBUTION STATEMENT (of this Report)

Distribution limited to U.S. Government agencies only (Test and Evaluation), January 1974. Other requests for this document must be referred to ASD/SMK, Wright-Patterson AFB, Ohio 45433.

17. DISTRIBUTION STATEMENT (of the abstract entered in Block 20, if different from Report)

18. SUPPLEMENTARY NOTES

19. KEY WORDS (Continue on reverse side if necessary and identify by block number)

F-4 aircraft
landing performance
wet runway landing
antiskid efficiency
nosewheel steering
stopping distance
Hytrol Mark III antiskid system
Hytrol Mark II antiskid system
braking performance
tire stopping performance

20. ABSTRACT (Continue on reverse side if necessary and identify by block number)

This report presents the results of the F-4 Rain Tire flight test program. A total of 155 test landings were made by an unslatted F-4E on both a dry and wet concrete runway. These tests were done primarily to (a) compare the performance of the Hytrol Mark III antiskid system to the production F-4 antiskid system, the Hytrol Mark II, (b) evaluate the wet runway stopping performance of four new main landing gear tire tread designs, (c) evaluate the directional control performance of three new nosewheel

tire tread designs compared with that of the Standard nosewheel tire, and (d) evaluate a pilot-selectable, two-mode authority steering system. Secondary objectives were to determine the effects of tire tread wear, various touchdown sink rates, and no flap/half flap landing configurations on the wet runway stopping performance of the F-4. The Mark III antiskid system provided an improvement in the wet runway stopping performance with all five tire tread designs that were tested when compared with that of the Mark II antiskid system with the same tire tread designs. In fact, with the Mark III antiskid system all five tire tread designs outperformed the Mark II/Standard tire combination. Wheel spindowns which could lead to serious locked wheel problems occurred at high brake application groundspeeds with the Mark II antiskid system on wet runways. As a result, a number of Flight Manual changes are recommended. The Sommers tire tread design provided the best stopping performance of all the tires tested. The improvement in stopping performance resulting from use of the Sommers tire was so dramatic that both the Mark II/Sommers tire and Mark III/ Sommers tire combinations outperformed all other antiskid/tire combinations tested. The stopping performance was degraded when worn tires were used with either antiskid system. This degradation was substantial with the Sommers tire, which resulted in no difference between the stopping performance of the Sommers tire and Standard Tire when both tires were worn. Varying the touchdown sink rate affected the wheel spinup times on a wet runway. Brake application before full wheel spinup with the Mark III antiskid system had no significant effect on the wet runway stopping performance. The results of no flap and half flap landing configuration stopping performance tests were inconclusive. Pilot evaluation of the pilot-selectable, two-mode authority, nosewheel steering system showed that aircraft control, when the +15 degrees mode was used during takeoffs and landings, was unchanged compared with the production (+70 degrees only) steering system. The pilot also noted no change in the control effort required. Having two steering modes was considered an advantage; however, separate pilot selectability of the steering mode was believed to be unacceptable from a safety standpoint. Recommendations for wiring the system for proper steering mode selection are made. The pilot observed no noticeable difference in the performance characteristics of the three new nosewheel tire tread designs when compared to the Standard nosewheel tire. A number of recommendations concerning braking test instrumentation are made.

PREFACE

This report presents the results of the F-4 Rain Tire flight test program which was conducted at the Air Force Flight Test Center, Edwards AFB, California, between 17 February and 21 September 1973. A total of 70 flights, resulting in 155 test landings, was made for a total of 87.4 flying hours.

The Project Officers during the flight test part of this program, who also served as the project pilots, were:

Lieutenant Colonel George H. Meyers, III	January - June 73
Captain Leslie B. Anderson, III	June - September 73

The author wishes to express special appreciation to Mr. Charles H. Shields, systems engineer, for his guidance and technical assistance during this program. In addition to participating as a crewmember on some of the flights, he was in charge of ground operations for over 80 percent of the test flights.

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*These stripcharts have been printed under separate cover because of their inconvenient size.

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Appendix A

list of tables

INTRODUCTION

BACKGROUND

The initial requirement to improve the operational capability of the F-4 aircraft on wet runway surfaces was established by United States Air Force, Europe (USAFE) Required Operational Capability (ROC) No. USAFE-11-69, dated 1 July 1969. Further guidance was provided by USAF Requirements Action Directive (RAD) No. 1-60-(1), dated 23 November 1970. During the period July 1968 to July 1969, USAFE had experienced 17 barrier engagements that were traced directly to the phenomenon of tire hydroplaning. USAFE also experienced numerous drag chute failures during 1968. Because of these failures as well as the number of short runways, the number of arresting system engagements was inordinately high. Since most USAFE bases were equipped with BAK-9 and/or BAK-12 arresting systems which had a minimum recycle time of 15 minutes, fighter recoveries and launches were significantly delayed each time an aircraft engaged the barrier. Reliance on arresting systems to stop aircraft on wet runways increased the possibility of aircraft accidents off the end of the runway. These factors reduced the operational capability of USAFE during wet weather and constituted a severe operational hazard. Therefore, it was decided to investigate whether a landing gear tire redesign and/or antiskid modification could improve the F-4 wet runway performance.

In response, AFSC Development Directive No. 263, dated 1 March 1971, was issued, thereby establishing the Rain Tire program identity (Project 5549) and overall program guidance. The purpose of the project was to develop and test hardware which would improve aircraft control and braking during the landing roll on wet runways. The specific objectives were to provide a 25 percent increase in tire friction on wet surfaces, with less than 25 percent decrease in tire tread life; an increase in wet surface antiskid efficiency with no decrease in tire reliability; and an increase in effective steering on wet surfaces. A number of constraints were imposed on the project. The antiskid system had to be off-the-shelf, and testing was proposed in conjunction with the tire tests. Any substitute antiskid control box had to have the same installation, fit, connections, and functions as the existing F-4 antiskid. Major wiring modifications, hydraulic system modifications, or aircraft modifications other than replacement of existing equipment required for antiskid and steering control improvements were not authorized. The safety of F-4 operations on dry runways could not be compromised to provide any tire, antiskid, or steering control improvements.

The overall Rain Tire project testing effort was to include flight tests, carriage tests, and field service tests. For the flight test part of the Rain Tire project, the Aeronautical Systems Division (ASD) requested that the AFFTC evaluate the wet runway performance improvements resulting from four new tire tread designs, an antiskid modification, and a steering modification. In conjunction with the flight tests, carriage track tests of each tire configuration were to be performed at NASA Langley Research Center. Also, the braking and cornering characteristics of each tire were to be independently determined and compared with the flight test data to observe the ability of the F-4 aircraft to use the stopping potential of each design under consideration. The results of Project 5549 were to be correlated by ASD with Project Combat Traction results, Air Force Weapons Laboratory (AFWL) runway surface studies, and other allied efforts to provide a coordinated recommendation.

FLIGHT TEST OBJECTIVES

The specific primary objectives of the Rain Tire flight test program were:

1. To quantitatively compare the performance of the Hytrol Mark III antiskid system to the production F-4 antiskid system, the Hytrol Mark II.

2. To quantitatively evaluate the wet runway performance of four new main landing gear tire tread designs and compare with the standard production tire performance.

3. To qualitatively determine whether three new nosewheel tire tread designs had any effect on the wet runway directional control of the aircraft.

4. To qualitatively evaluate a two-mode, limited authority, electrically-controlled, pilot-selective steering system.

Secondary objectives were to determine the effect of tire tread wear, various touchdown sink rates, and no-flap/half-flap landing configurations on the wet runway stopping performance of the F-4. The secondary objectives resulted from requests to ASD by the Air Force Inspection and Safety Center (AFISC) and the Tactical Air Command (TAC) after review of the F-4 accident history.

TEST AND EVALUATION

GENERAL

TIRES AND SYSTEMS DESCRIPTION

NOSEWHEEL STEERING SYSTEM

Nosewheel steering was provided on the production F-4E by an electrically-controlled, hydraulically-actuated system which is shown schematically in figure 1. When the system was energized by holding down the nosewheel steering button on the forward or aft control stick grip, steering was controlled by rudder pedal movements, which were relayed electrically to the hydraulic actuating system. When de-energized, the nosewheels were free to caster, and the steering system performed a secondary function of shimmy damping.

The system contained a command potentiometer attached to the rudder control linkage, a follow-up potentiometer geared to the steering collar, an electrohydraulic servo valve attached to the rotary hydraulic actuator, and an electronic controller (figure 2). The movement of the rudder pedals increased or decreased the command potentiometer wiper voltage level and the strut rotation increased or decreased the follow-up potentiometer wiper voltage. The controller compared the voltages from the potentiometer wiper circuits and sent an appropriate signal to the electrohydraulic servo valve to steer the wheels via the hydraulic actuator to reduce the differential voltage or error signal. The wheels stopped turning when, at the commanded position, the error signal was zero. The standard +70 degrees of steering angle permitted the aircraft to virtually pivot about either main landing gear for close maneuvering.

The nosewheel steering system which was flight tested provided a pilot-selectable, two-mode authority: ±15 degrees for landing and takeoff, and the standard ±70 degrees for taxiing and close maneuvering. The additional mode for the steering system was accomplished by changes in the steering control box. Also, additional aircraft wiring was required to provide a steering mode select panel in the front cockpit. This panel (figure 3) contained a two-position switch and two green press-to-test indicator lights which showed which steering mode had been selected whenever the gear handle was in the down position. However, no attempt was made to optimize the cockpit controls or modify the production steering engage and/or wheel turning rate characteristics. A comparison of the standard and modified steering responses is shown in figure 4. As can be seen, the response for the two modes was the same over the first 35 percent of the rudder pedal deflection, which would provide the same "feel" to the pilot for the majority of takeoff and landing rolls. Limiting the steering authority for takeoff and landing would prevent over-command of the nosewheel during situations requiring large rudder pedal deflections. The steering angle was limited to ±15 degrees to provide the optimum tire cornering capability during adverse weather operations such as in wet runway, strong crosswind landing operations. Previous tests (reference 1)[1] have shown that increasing the wheel steering angle beyond this 15-degree value actually decreases the tire cornering capability.

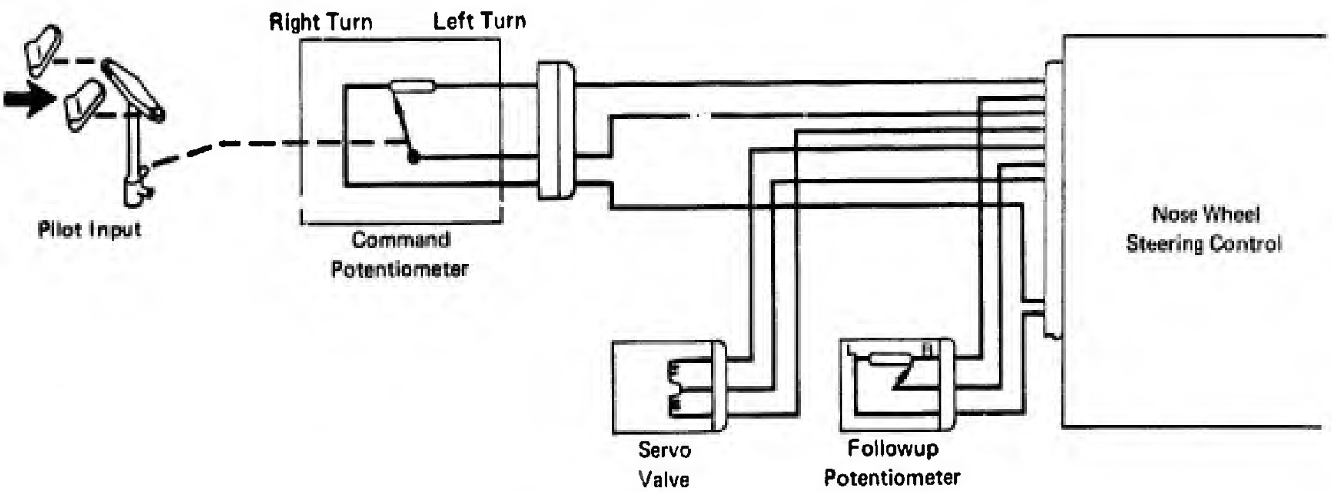


Figure 1 Nosewheel Steering Schematic

[1] Proposal for Nosewheel Steering and Skid Control Design, Instrumentation and Technical Support, MDC A1406, McDonnell Aircraft Company, St. Louis, Missouri, 12 November 1971. UNCLASSIFIED

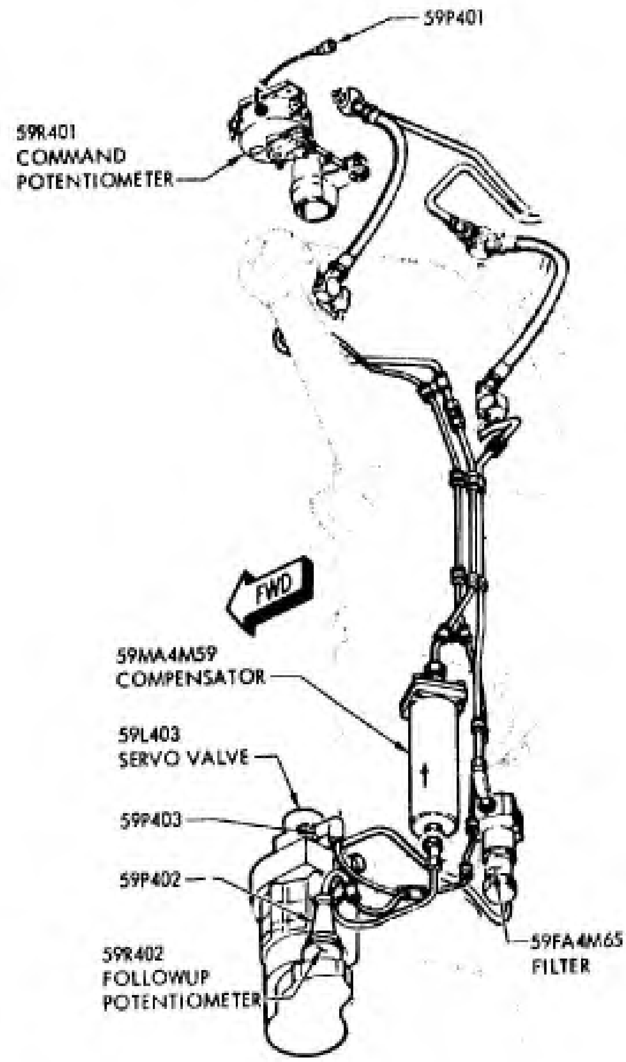


Figure 2 Nosewheel Steering Layout

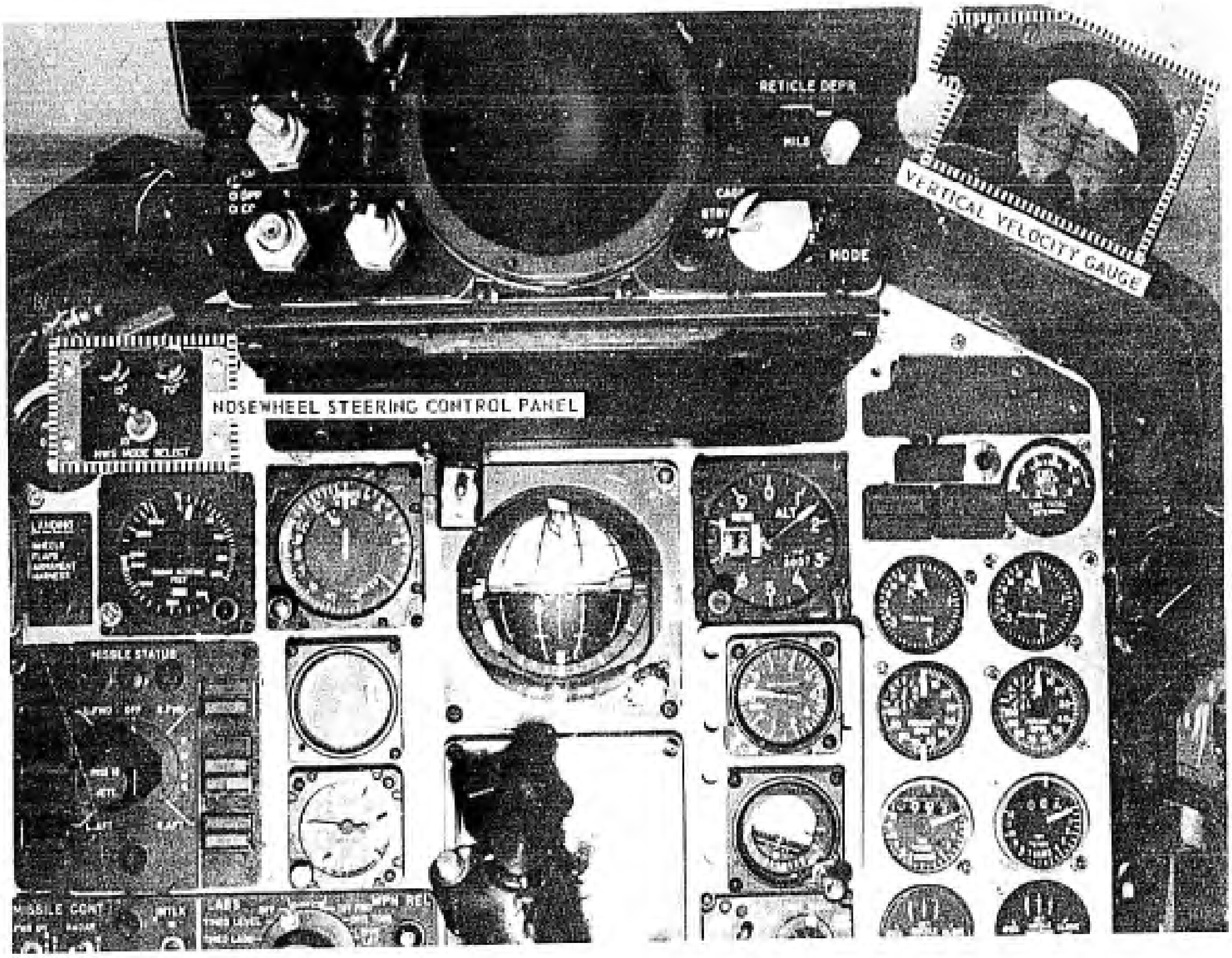


Figure 3 Front Cockpit Instrument Panel

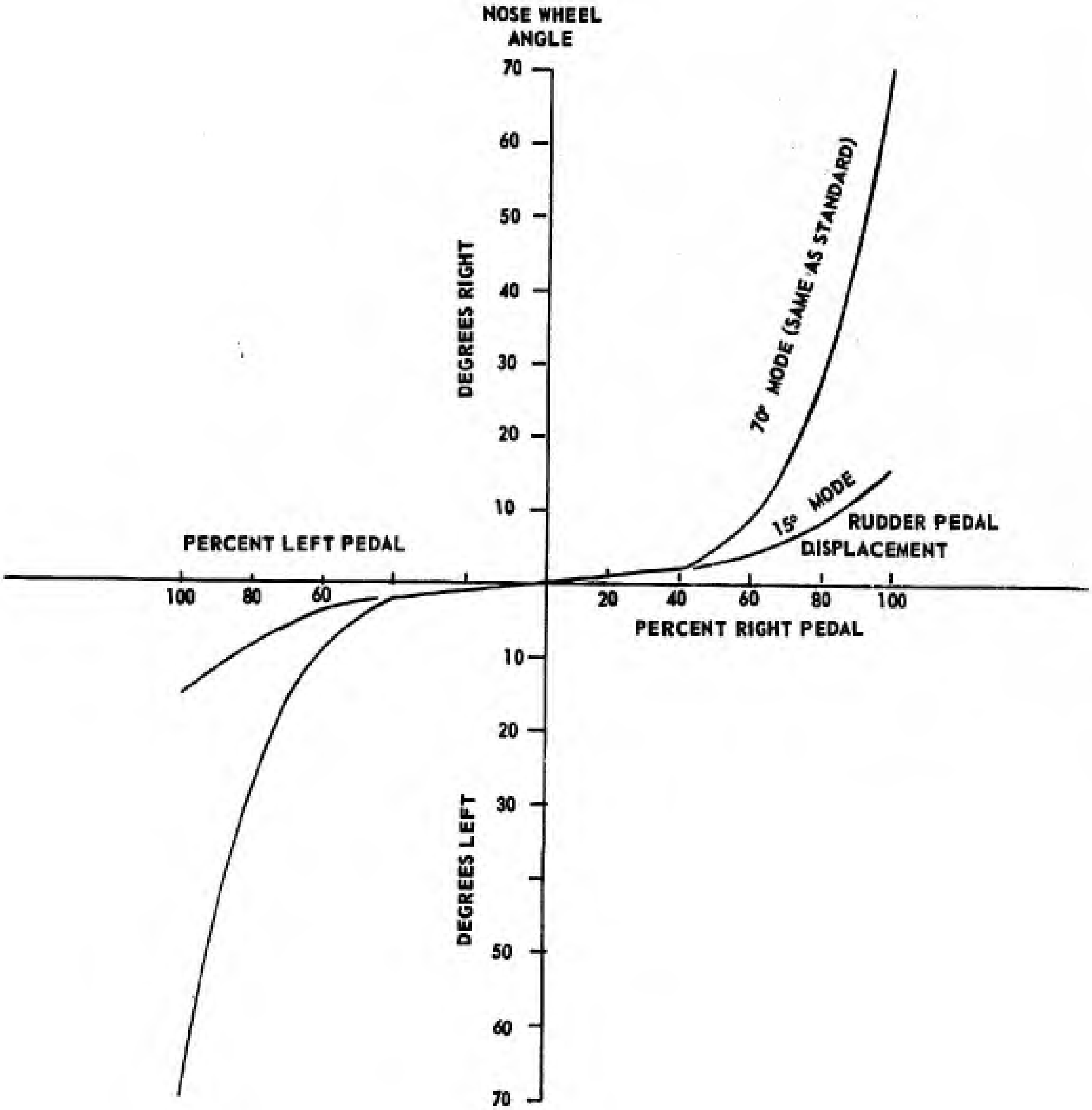


Figure 4 Two-Mode Steering Response

TEST TIRES

The five types of tire treads which were flight tested during this program were designated as Standard (production tire), BFG, USAF, Sommers, and Dunlop. All of the main landing gear tires were size 30 x 11.5 - 14.5 Type VIII tires having a 24-ply rating. The Standard, USAF, and BFG nose gear tires were size 18 x 5.5, Type VII tires with a 14-ply rating. The Dunlop nose gear tire was a size 18 x 5.7, Type VII tire with a 12-ply rating. A comparison of all the tire tread types is shown in figure 5. The tire pressure used during the test program was 265 psi for all the main tires, and was 165 psi for all the nose tires.

The Standard tires (figure 6) were made by the Goodyear Tire and Rubber Company. Both the main and nose gear tires had three circumferential grooves, which were 8/32 inch deep on the main tire and 4/32 inch deep on the nose tire.

The BFG tires shown in figure 7 were produced by the B.F. Goodrich Company. The main gear tires had 6 circumferential grooves with 69 lateral shoulder grooves which crossed the outer circumferential groove on each side. The nose tires had 3 circumferential grooves, 55 shoulder grooves, and, in addition, 55 lateral grooves all the way across the tire. The main tire circumferential grooves were 7/32 inch deep with 8/32 inch deep shoulder grooves. The nose tire grooves were 11/64 inch deep.

The USAF tires were also made by the B.F. Goodrich Company and are shown in figure 8. The main tire had 4 circumferential grooves with 69 lateral shoulder grooves. The nose tire had 3 circumferential grooves with 55 lateral shoulder grooves. Neither the main tire nor the nose tire shoulder grooves crossed any of the circumferential grooves. The main tires had 7/32 inch deep circumferential grooves and 15/64 inch deep shoulder grooves. The nose tire circumferential grooves were 5/32 inch deep with 11/64 inch deep shoulder grooves.

The Dunlop tires shown in figure 9 were produced by Dunlop, Ltd. The main tire had three, 13/64 inch deep, circumferential grooves and the nose tire had six, 5/64 inch deep, circumferential grooves. Both the nose and main tires had a multitude of small, randomly drilled holes in the tread.

The Sommers tire, shown in figure 10, was a Standard tire which had been modified by a patented tread cutting process. The modification resulted in 56 to 58 lateral saw cuts across the tire. The depth of the saw cuts alternated between 1/4 and 3/16 inch.

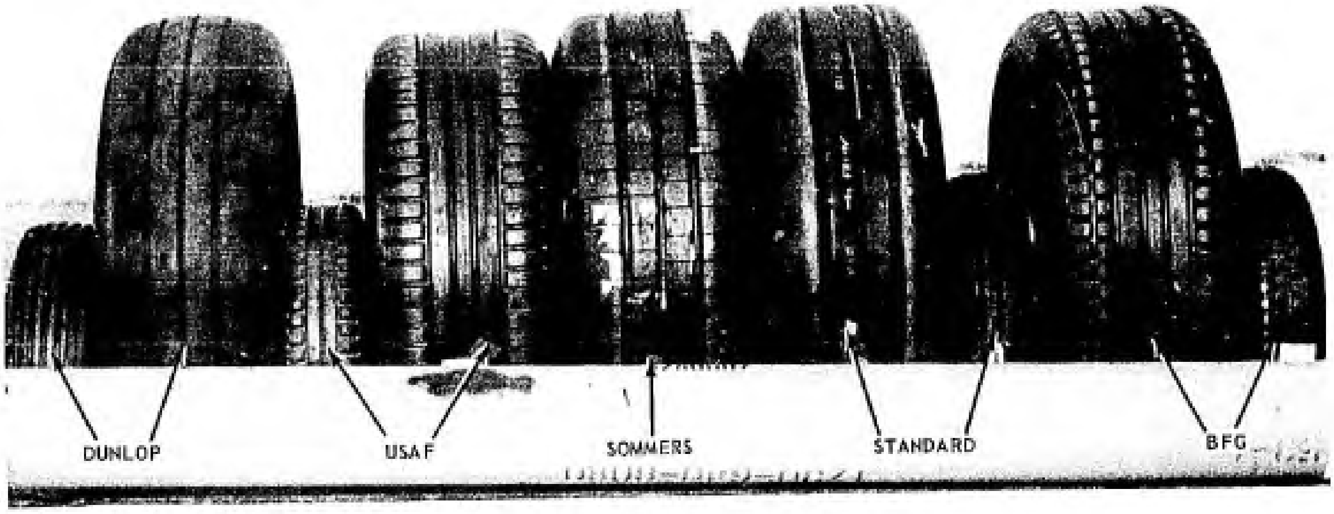


Figure 5 Tire Comparison

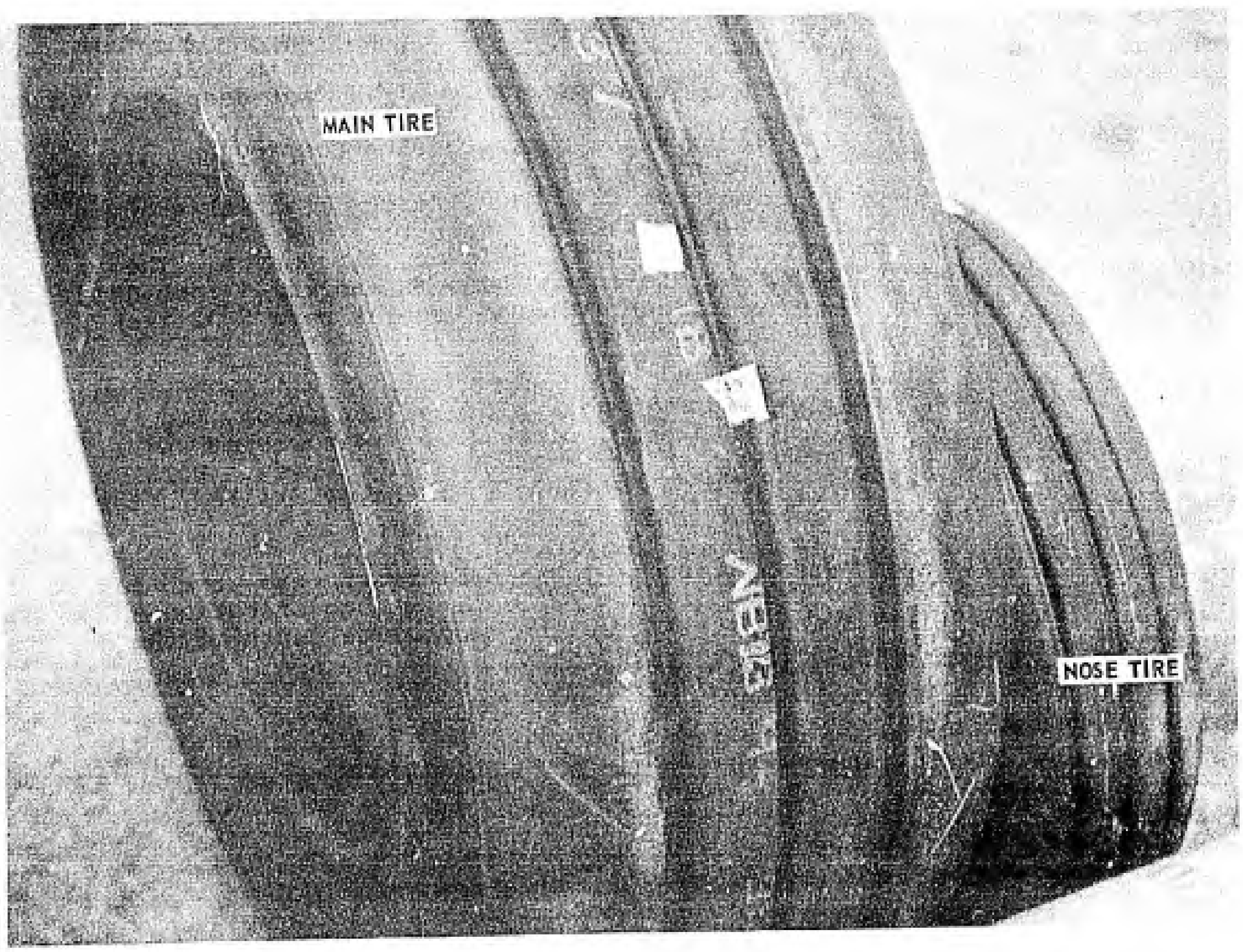


Figure 6 Standard Tires

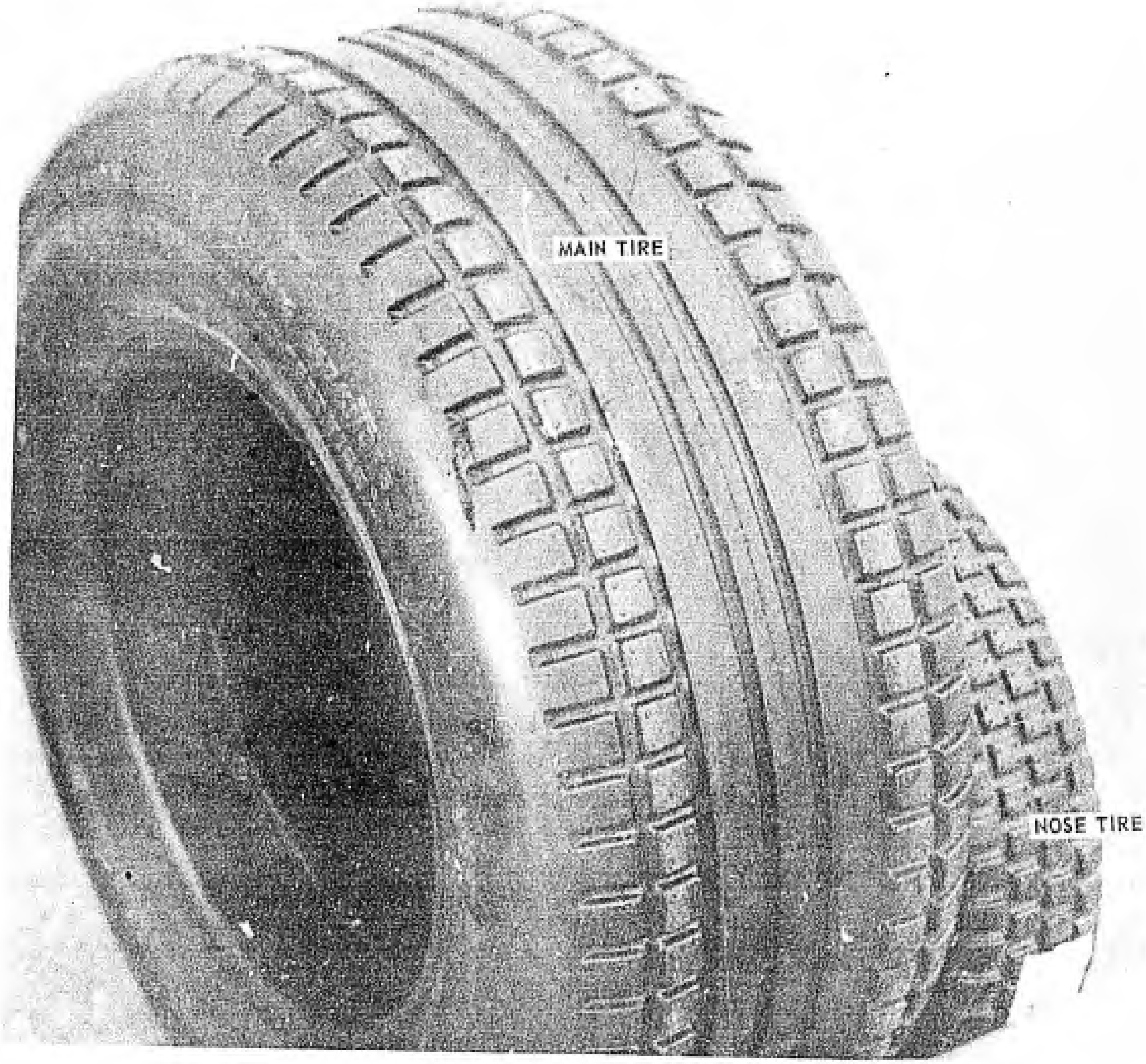


Figure 7 BFG Tires

Figure 8 USAF Tires

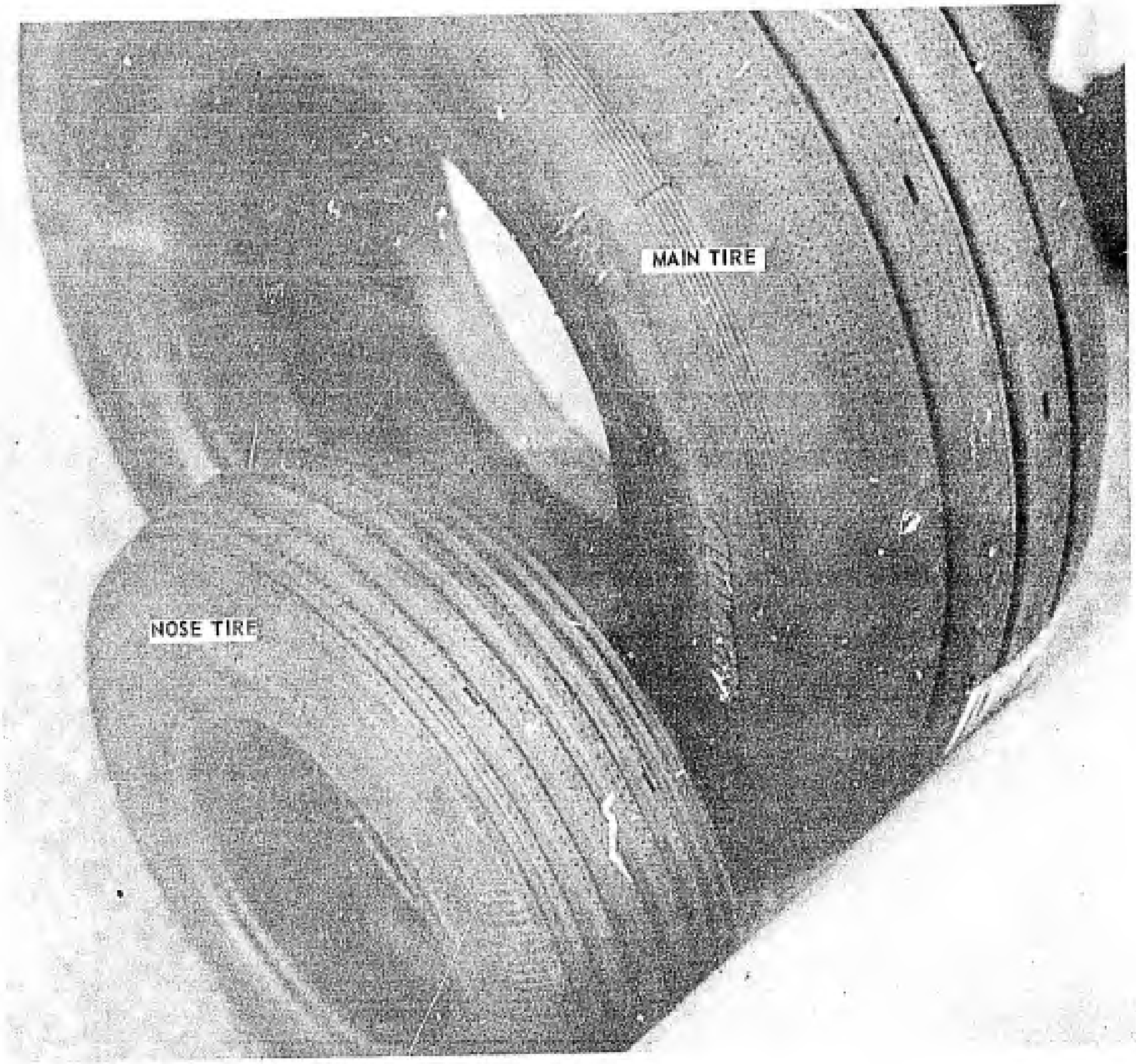


Figure 9 Dunlop Tires

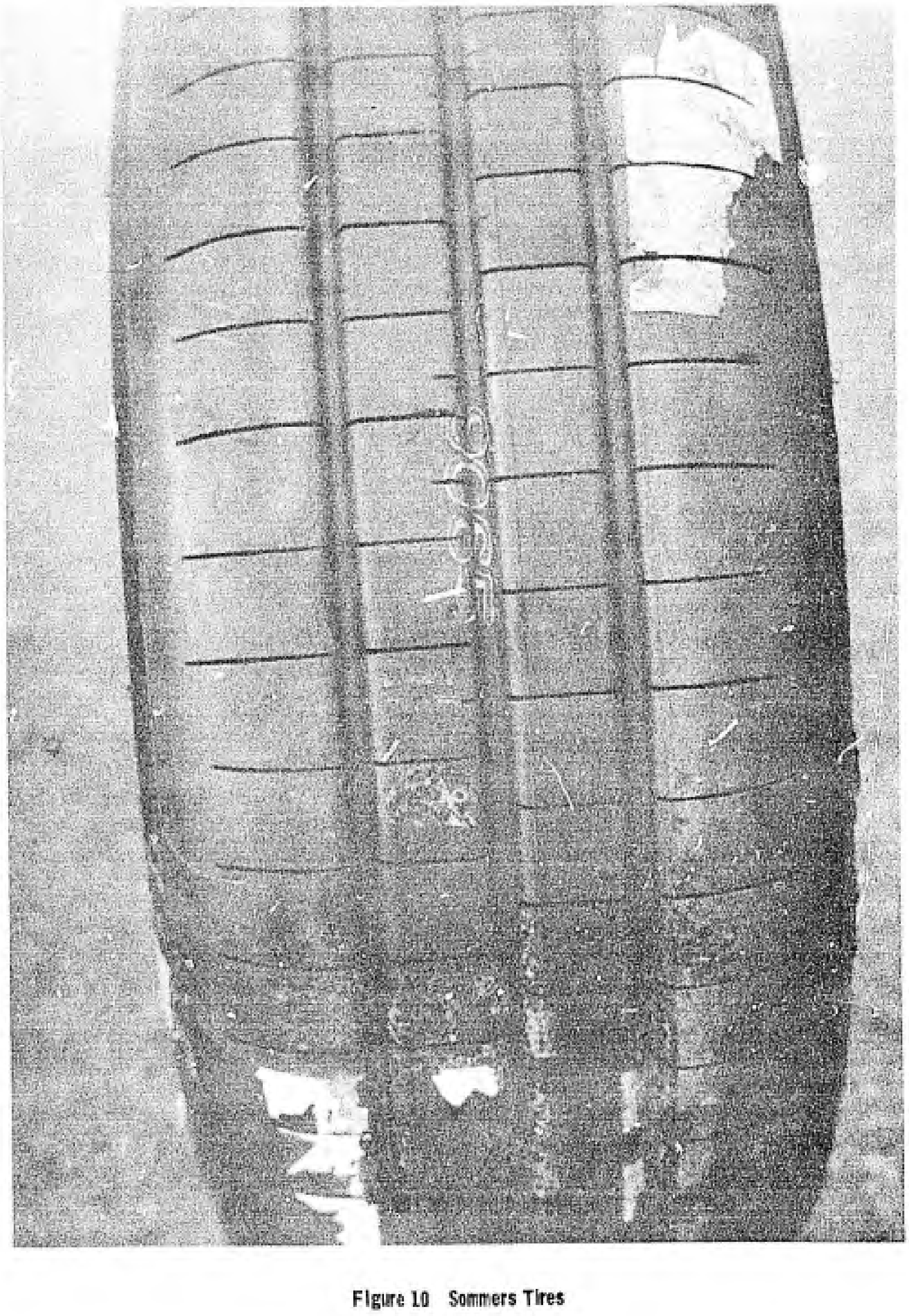


Figure 10 Sommers Tires

WHEEL BRAKE AND ANTISKID SYSTEM

Each wheel brake contained eight rotating and seven stationary discs, six piston assemblies, a self-adjusting mechanism for each piston assembly, a pressure plate, and a shuttle valve. The brake assembly is shown in figure 11. The brake control valves had two operating modes, one for normal braking and one for emergency braking. An accumulator stored hydraulic fluid under pressure for emergency braking. Should utility hydraulic pressure fail, a manually-operated emergency brake valve, which could be actuated by a T-handle in either cockpit, directed fluid from the accumulator to the emergency portion of the dual brake control valve and emergency braking was accomplished by depressing the rudder - brake pedals. There was no antiskid function during emergency braking.

During normal braking operations, the effort applied to the brake pedal caused the dual brake control valve to regulate the amount of hydraulic pressure which flowed through the antiskid control valve to the individual brakes. With the antiskid system turned off, this metered hydraulic pressure passed through the de-energized antiskid control valve to the wheel brake and was applied to the six brake pistons. The force acting upon each piston was transmitted to the pressure plate, which was forced against the rotors and stators to slow down or stop the wheel rotation. When hydraulic pressure was released, springs returned the pistons to their original position, releasing the braking force.

Both the Mark II and Mark III antiskid systems were pressure-modulating types with paired wheel control and consisted of an exciter ring and sensor for each of the main gear wheels, a control box, a control valve, an on-off switch, quick disengage switches on the forward and aft control stick, and a warning light in the forward cockpit. Essentially, the only difference between the two systems was in the logic circuits in the control box which controlled the modulation of the brake pressure. The part numbers and serial numbers of hardware items used during the test program are given in table 1.

When the antiskid system was turned on, and the aircraft ground speed was above 10 knots, wheel speed information for the antiskid control box logic of both systems was provided by a wheel speed sensor, comprised of a permanent magnet with an inductive pickup coil, mounted in each wheel brake housing. The gear tooth design of the ferrous exciter ring mounted in each wheel assembly caused a fluctuating distortion of the sensor's magnetic field, which induced an ac signal in the sensor's pickup coil at a frequency of 90 cycles per wheel revolution. This ac signal, having a frequency and amplitude proportional to the wheel speed, was sent as an input signal to the antiskid control box which converted the signal to a dc wheel speed signal that was proportional to the ac frequency, but was independent of the ac amplitude. The dc signal was used by the skid detection, wheel speed control logic of both the Mark II and Mark III antiskid control boxes. This dc signal was also picked off by the aircraft test instrumentation to provide the recorded wheel speed data and the cockpit wheel speed readout.

Table 1

WHEEL, BRAKE, AND ANTISKID COMPONENTS

Component		Type Antiskid	Part No.	Serial No.	
Wheel		Mark II	9550498	- - -	
		Mark III		- - -	
Brake Assembly		Mark II	9550499	- - -	
		Mark III		- - -	
Wheel Speed Sensors		Mark II	40-595	22067 & 21750	
		Mark III	40-619-1	635 & 636	
Antiskid Control Box		Mark II	42-065-1	1305	
		Mark III	42-311 (Mod 1)[1]	101	
Antiskid Control Valve	Servo Valve	Mark II	1056350-3	2140	3965[2]
		Mark III			
	Valve Control	Mark II	39-113	1920	3423[2]
		Mark III			

[1]Mod 1 beginning with Test 11A.

[2]This unit used beginning with Test 4A.

The logic in the Hytrol Mark II antiskid control box operated on a rate detection principle which compared the instantaneous wheel deceleration with a fixed reference of 16 radians/second^2. Any wheel deceleration greater than this reference was interpreted as a skid. This skid threshold represented a deceleration higher than the aircraft was capable of achieving under ideal braking conditions. The skid rate and locked wheel detector, shown in the schematic (figure 12), provided an error signal from the above comparison which was proportional to the rate and depth of skids between 16 and 120 radians per second^2 (approximately 20 and 140 feet per second^2). If the wheel deceleration was greater than 120 radians per second^2, the locked wheel circuitry was actuated, commanding full brake pressure release. The capacitor recovery time in this locked wheel circuit was designed to be considerably longer than the natural recovery time of the wheel under most conditions. The error signal was amplified by the valve driver circuit and transmitted as an electrical command to the antiskid control valve. The pressure bias modulation (PBM) circuitry applied a modulating signal to the valve driver after the initial skid signal. This modulating signal caused the brake pressure to be reapplied at a level below the pressure which caused the last skid, and then to be increased linearly with time until the next impending skid caused the whole cycle to repeat.

The logic in the Hytrol Mark III antiskid control box (figure 13) used the same dc wheel speed signal as the Mark II. However, the Mark III operated on a slip velocity principle which compared the instantaneous translational wheel speed information with a predicted aircraft speed and modulated the brake pressure to try to maintain an optimum difference or slip velocity. Personnel of the Hydro-aire Division of Crane Company, Burbank, California, had determined from tire traction research done by NASA that the maximum tire-to-pavement braking coefficient was achieved by maintaining a slip velocity of approximately 10 feet per second. To accomplish this, a velocity reference was continually computed. The average deceleration of the aircraft was derived from the wheel speed signal by the reference deceleration circuit and was used to establish the velocity reference at a deceleration level slightly greater than the average aircraft deceleration just computed. The wheel speed was then compared with this "psuedo" aircraft speed to determine the slip velocity expressed as an error signal. The comparator provided this error signal to the PBM circuit, the transient control circuit, and the compensating network. The output signals from these three circuits were then summed to provide a composite signal to the valve driver.

The PBM circuit integrated the velocity error voltage to provide a control voltage for the normal smooth modulation of the brake pressure. It modulated the brake pressure in an attempt to hold the velocity error voltage (slip velocity) at a preset PBM threshold value (10 feet per second). However, the velocity reference decreased more rapidly than the wheel velocity, which caused the velocity error voltage to decrease, thereby increasing brake pressure until a skid occurred. The output of the PBM circuit resulted in a decrease in brake pressure for slip velocities above the threshold and an increase in brake pressure for slip velocities below the threshold. The rate of increase or decrease was dependent on the value of the error voltage.

The transient control circuit provided rapid recovery from skids. It generated a large-magnitude, rapid-response signal when its preset error threshold was exceeded by a velocity error voltage generated by a greater than normal wheel speed departure. This commanded a rapid re-

duction of brake pressure to allow for wheel spin-up. During the wheel speed recovery, the transient control was designed to command a rapid buildup in brake pressure to avoid excessively long periods of reduced brake pressure.

The compensating network provided phase compensation to overcome the lag in the brake hydraulic system by providing an electrical spike at the start of brake release or reapplication in each skid cycle. The overall effect of the compensating control was to improve the response to incipient skid conditions.

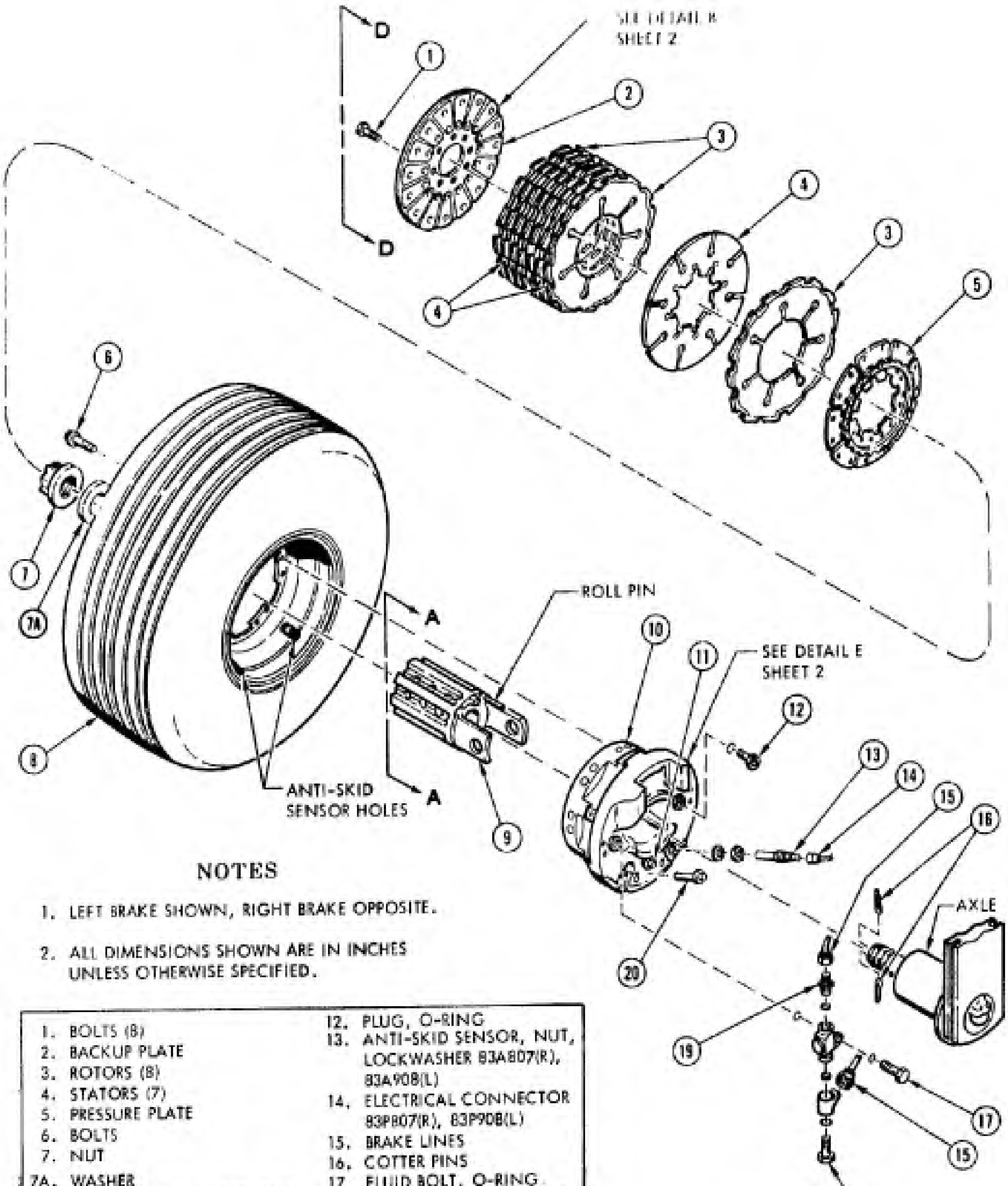
Antiskid Control Valve

The antiskid control valve was a pressure-modulating, two-stage pressure control servo valve. Basically, it consisted of a torque motor, jet pipe, receiver tubes, and two pressure-modulating slave pistons. It converted the electrical signals from the valve driver part of the control box into hydraulic pressure commands to the brakes. The antiskid control valve operated in series with and was located downstream from the brake control valves. All three valves were located in the nose wheel well and were hydraulically connected to the brakes through 0.25-inch diameter tubing. Operation of the valve is shown in figure 14. Pilot-metered pressure acted on one end of each of the second stage pistons. This action was opposed and balanced by brake pressure acting on the opposite end. The pilot-metered pressure was also transmitted to the jet pipe which directed the pressure, now a control pressure, to the receiver tubes to apply equal pressure to both sides of the second stage pistons. Since the pressures balanced each other, the springs acted to move the pistons to an open position, which connected pilot-metered pressure to the brakes.

When a skid signal was received at the torque motor, the jet pipe was deflected to increase the pressure in one receiver pipe and decrease it in the other. This unbalance in pressure caused the piston to shift which restricted the passage from the pilot-metered pressure. This reduction in pressure to the brakes continued until the torque motor received a signal to reposition the jet pipe over the receiver tube to equalize the pressure at both ends of the pistons, allowing the springs to again shift the pistons to the open position.

Automatic Checking Circuit

Both the Mark II and Mark III antiskids had an electrical checkout and fail safe system which automatically checked the system at the time power was first applied. This circuit also provided a warning of an electrical antiskid component failure to the pilot any time during flight when the antiskid switch was on and the landing gear control handle was down. The automatic checking circuit was designed to check for faulty wheel speed sensor coils or a shorted or open wire in the antiskid control box, control valve torque motor, and other associated wiring. Every time the antiskid system was turned on, or the landing gear control handle was placed in the down position with the antiskid system already on, a simulated skid signal was applied to the antiskid system circuits. If a faulty component existed, the ANTISKID INOPERATIVE light illuminated (figure 15) and, for the Mark II system, braking would be returned to full manual control. In the Mark III system, for certain types of failures, the system retained whatever skid control was available at the time of the failure.



NOTES

1. LEFT BRAKE SHOWN, RIGHT BRAKE OPPOSITE.
2. ALL DIMENSIONS SHOWN ARE IN INCHES UNLESS OTHERWISE SPECIFIED.

1. BOLTS (8)	12. PLUG, O-RING
2. BACKUP PLATE	13. ANTI-SKID SENSOR, NUT, LOCKWASHER 83A807(R), 83A908(L)
3. ROTORS (8)	14. ELECTRICAL CONNECTOR 83P807(R), 83P908(L)
4. STATORS (7)	15. BRAKE LINES
5. PRESSURE PLATE	16. COTTER PINS
6. BOLTS	17. FLUID BOLT, O-RING SHUTTLE VALVE, O-RING
7. NUT	18. FLUID BOLT, O-RING, ELBOW, O-RING
7A. WASHER	19. UNION, O-RING
8. WHEEL AND TIRE ASSEMBLY 15MA8M16(R), 15MA9M17(L)	20. DUMMY SENSOR PROBE
9. TORQUE TUBE	
10. BRAKE HOUSING	
11. BLEED VALVE	

Figure 11 Wheel Brake Assembly

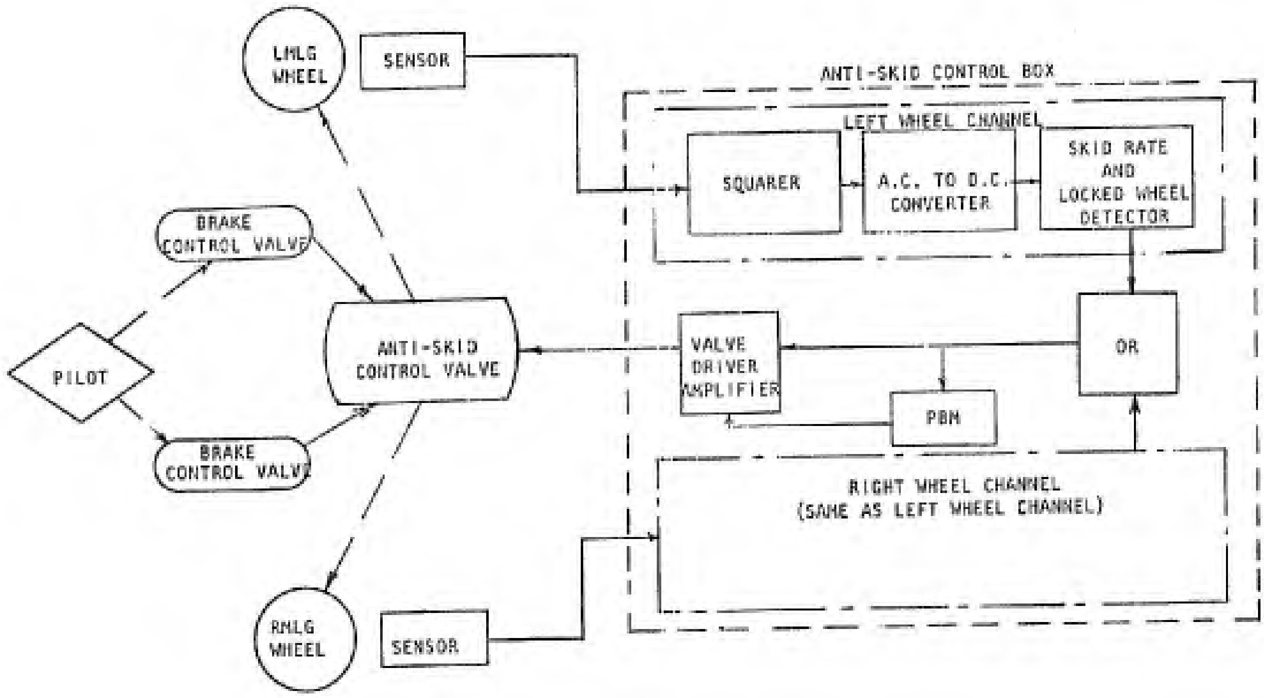


Figure 12 Mark II Antiskid System Schematic

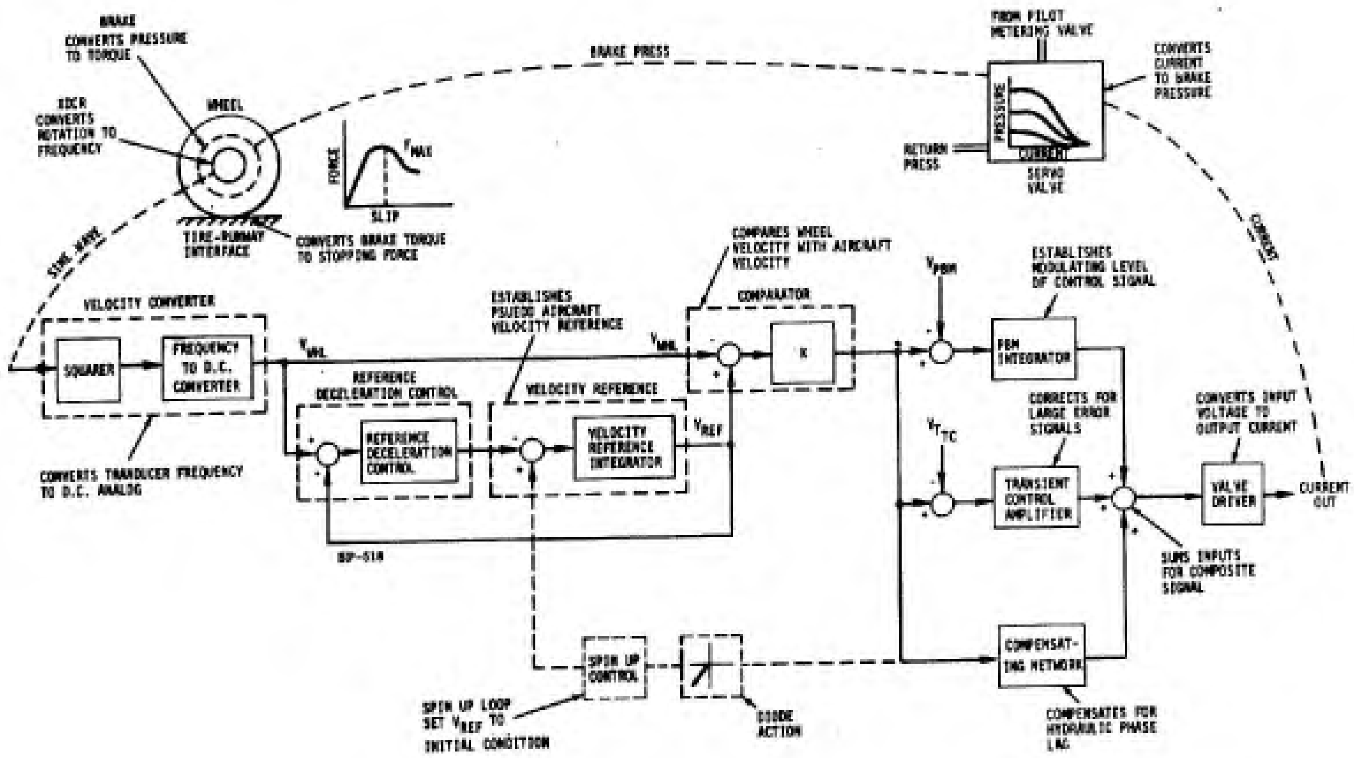


Figure 13 Mark III Antiskid System Schematic

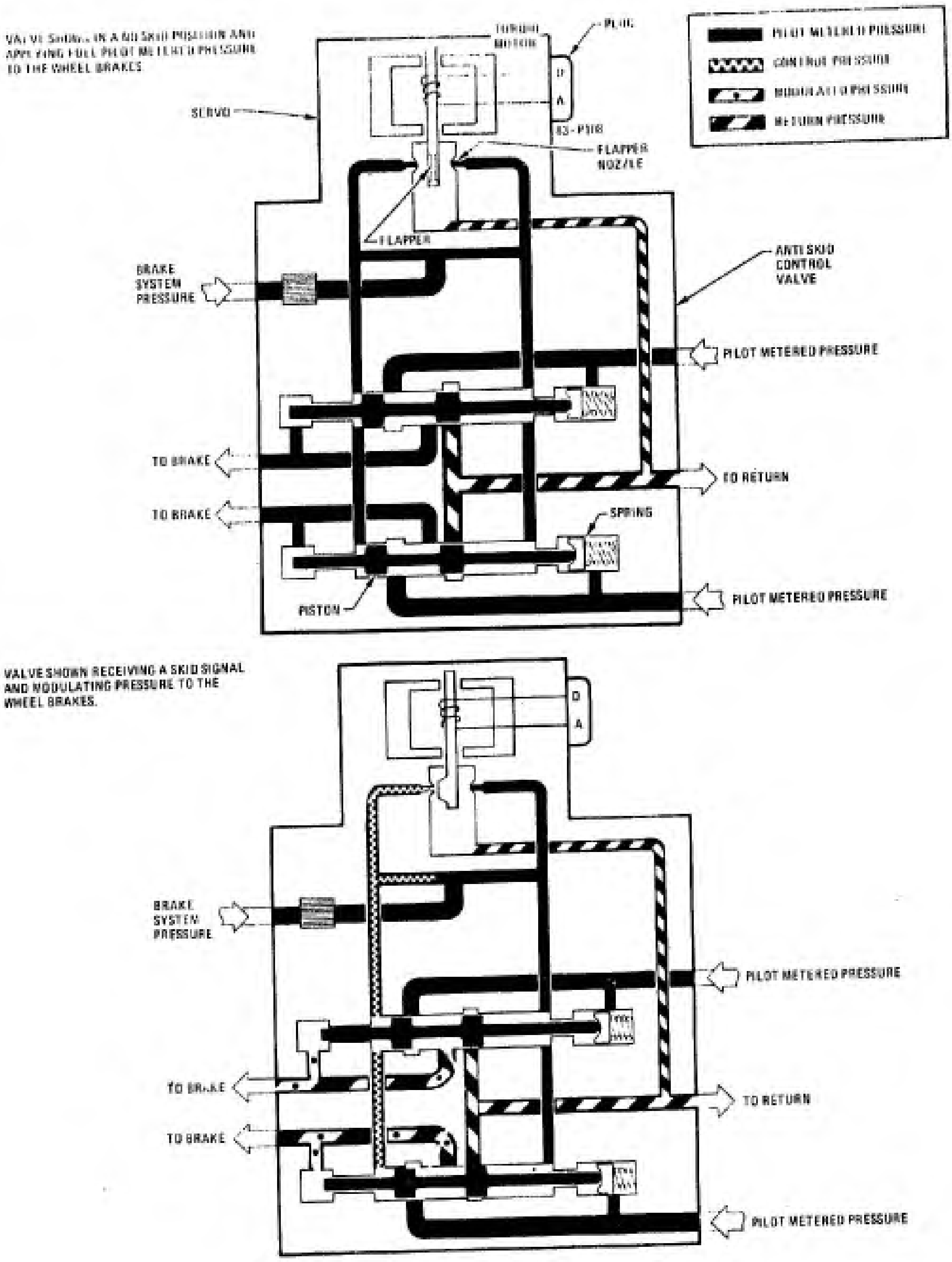


Figure 14 Antiskid Control Valve Operation

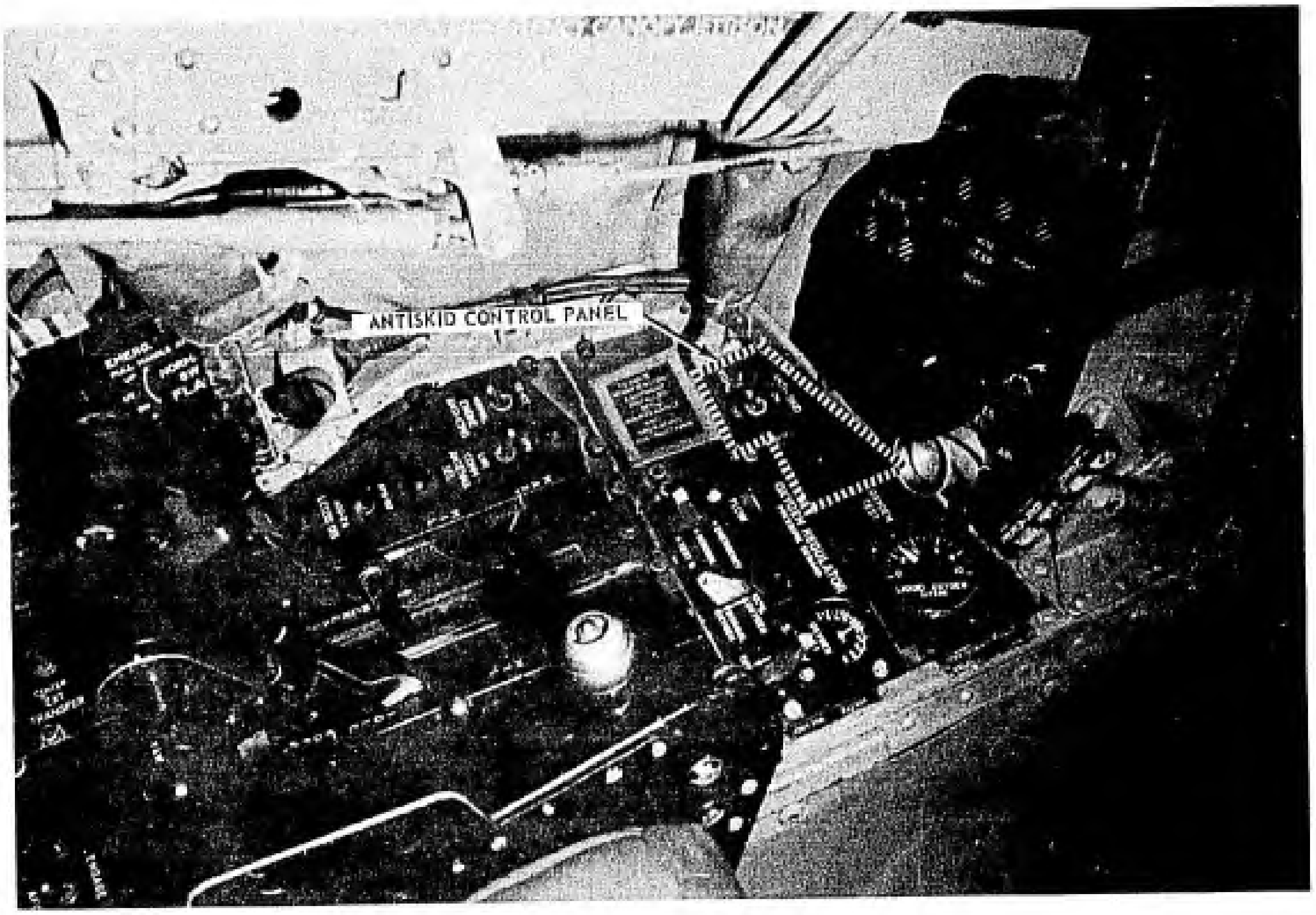


Figure 15 Left Console—Front Cockpit

TEST PROCEDURES

TEST SECTION AND RUNWAY DESCRIPTION

All tests were conducted on runway 04 at Edwards Air Force Base. The runway was 15,000 feet long and 300 feet wide and was constructed of 25-foot square, belt-finished concrete sections. There was an 1,850-foot overrun on the east end with a runout of several miles on Rogers Dry Lake bed available in the event of emergencies. The average southwest to northeast slope of runway 04 was 0.14 percent. The runway was crowned, having a transverse slope of 0.5 percent.

The wet test section was 8,000 feet long and 50 feet wide. It was laid on the centerline or crown of the runway and began 2,500 feet from the approach end of runway 04 (figure 16). This left 4,500 feet of dry runway at the end of the wet test section to provide a stopping assurance section.

The reason that the wet test section was on the southwest end of the runway was twofold. First, landing on runway 04 would provide the lakebed in case of emergency. Second, the prevailing winds at Edwards AFB were from the southwest, therefore the northeast end of the runway had more accumulated rubber than did the southwest end. Since this rubber buildup could affect the test results, an attempt was made to keep this variable to a minimum by putting the test section as far toward the southwest end of the runway as possible and still provide a dry section for aircraft touchdown.

RUNWAY WETTING PROCEDURES

For the wet runway tests, the test section was wetted by using two 5,000-gallon water tankers as shown in figures 17 and 18. The water tankers entered the runway from either the center taxiway or the fire road between the center and northeast taxiway and began the wetting pass at the northeast end of the test section. The trucks lined up one behind the other on the centerline, and each truck laid down a 50-foot wide spray pattern. The trucks proceeded toward the southwest end of the runway at a speed (approximately 11 miles per hour) which would allow the entire 5,000 gallons per truck to be dispensed in the 8,000 feet of test section. Having wetted the test section, the water trucks moved to the northwest edge of the runway and exited the runway at the west taxiway as fast as possible.

Other wet runway test programs conducted at AFFTC had indicated that water runoff and evaporation would be a problem. Experience had also shown that this problem would best be solved by using a mixture of water and organic fire fighting foam. Therefore, a one-percent foam/water mixture was used to wet the test section. To keep the foam build-up to a minimum, every other wetting pass for a day's testing was made with water only. To see if the foam had any effect on the aircraft stopping performance, a series of tests were conducted using only water to wet the test section.

TESTING PROCEDURES

Approximately 35 minutes before each series of landings which required a wet runway, the water trucks made one wetting pass with the one-percent foam/water mixture to pre-wet the test section. After refilling the trucks and immediately prior to the initial aircraft takeoff, a second wetting pass was made using only water. As the second wetting pass began, the test aircraft proceeded down the dry part of the runway on the southeast side of the test section to the 9,000-foot remaining marker on runway 04 for engine runup. After the water trucks had passed, the test aircraft took off and went into a closed pattern for landing. As soon as possible after the water trucks had finished the wetting pass and cleared the runway, the aircraft landed, touching down in the first 1,500 feet of dry runway to allow the wheels to spin up and the engines to spin down to idle before entering the test section. After the test section was entered, maximum braking was commanded by the pilot and held until the aircraft speed reached approximately 20 knots, and then released to preclude possible brake seizure. If the aircraft exited the wet test section before slowing to 20 knots, brake pressure was released prior to exiting to allow for full wheel spinup and then reapplied to stop the

aircraft in the remaining 4,500 feet of dry runway. The Flight Manual (reference 2)[2] recommended using full aft stick during braking on a wet runway; therefore, this procedure was used on all test landings, both wet and dry. Nosewheel steering was engaged prior to or at brake application and held on for all test landings. Although carried on all flights, the drag chute was not used during any of the test landings.

As soon as possible after the aircraft came to a stop, the crew chief, who was in a vehicle with the test conductor at the center taxiway, was driven to the aircraft location where he visually inspected the brakes for any malfunction and the tires for flat-spotting or chunking. The brake temperature was also monitored in the rear cockpit, while the aircraft was on the ground, to see if the temperature exceeded 900 degrees C. This was the temperature, calculated by ASD (ENFL), below which a maximum test gross weight aborted takeoff could be made safely. This temperature was not exceeded on any of the test landings.

If the tires were not flat-spotted, and if there were no obvious malfunctions, the aircraft took off and went into a holding pattern at approximately 10,000 feet altitude, flying with the landing gear down to air cool the tires, wheels, and brakes. To minimize taxi time and heat buildup in the tires and brakes, the aircraft took off on the dry part of runway 04 from where it had stopped if there was 4,000 feet of runway remaining. If there was not enough runway remaining, then the aircraft was taxied to the approach end of runway 22 for takeoff.

The rate and amount of heat transfer to the wheels and tires was uncertain, but the maximum temperature while on the ground had been estimated to occur approximately 20 to 30 minutes after landing. Therefore, a time limit was imposed such that the time between the aircraft coming to a stop and taking off again would not exceed 10 minutes. This limit proved to be no problem during the test program since the time between coming to a stop and taking off never exceeded five minutes and was normally on the order of two minutes.

If the aircraft could not take off again for any of the reasons given above, or if the previous landing had been the last maximum braking landing for that test series, the aircraft was taxied directly to the hot gun line located on the northeast taxiway. The aircraft was parked, with a fire truck standing by, while the wheels and tires were cooled by using cooling fans.

Once in the air, the brake temperatures were monitored to determine when the next wetting pass could be made and the whole procedure was repeated at another gross weight. For safety reasons and to minimize any effects on the stopping performance due to brake temperature, it had been

[2] T.O. 1F-4C-1, Flight Manual, USAF Series F-4C, F-4D, and F-4E Aircraft, 15 August 1973. UNCLASSIFIED

arbitrarily determined that the brake temperature had to be below 100 degrees C before another maximum braking stop could be made. It took approximately 30 minutes of flying with the gear down to air-cool the brakes to this limit. However, this coincided well with the 30- to 45-minute time required to refill the water tankers and rewet the test section. During this 30 minutes or so of flying, the aircraft consumed approximately 4,000 pounds of fuel. Therefore, this procedure of landing and then taking off to air-cool the wheels and brakes in flight resulted in a maximum of three test landings per flight with a full internal fuel load on the aircraft at takeoff.

For the test landings done to investigate the effects of sink rate and flap setting, the same general test procedures were used. However, on landing, the aircraft touched down in the wet test section using airspeeds and procedures as described in the Flight Manual for the configuration or sink rate being tested. For a few of these test landings, maximum braking was commanded by the pilot as soon as it was comfortably possible after touchdown, which meant in some cases that brakes were applied before full wheel spinup. For the majority of these landings, however, maximum braking was not commanded until the wheels had fully spun up.

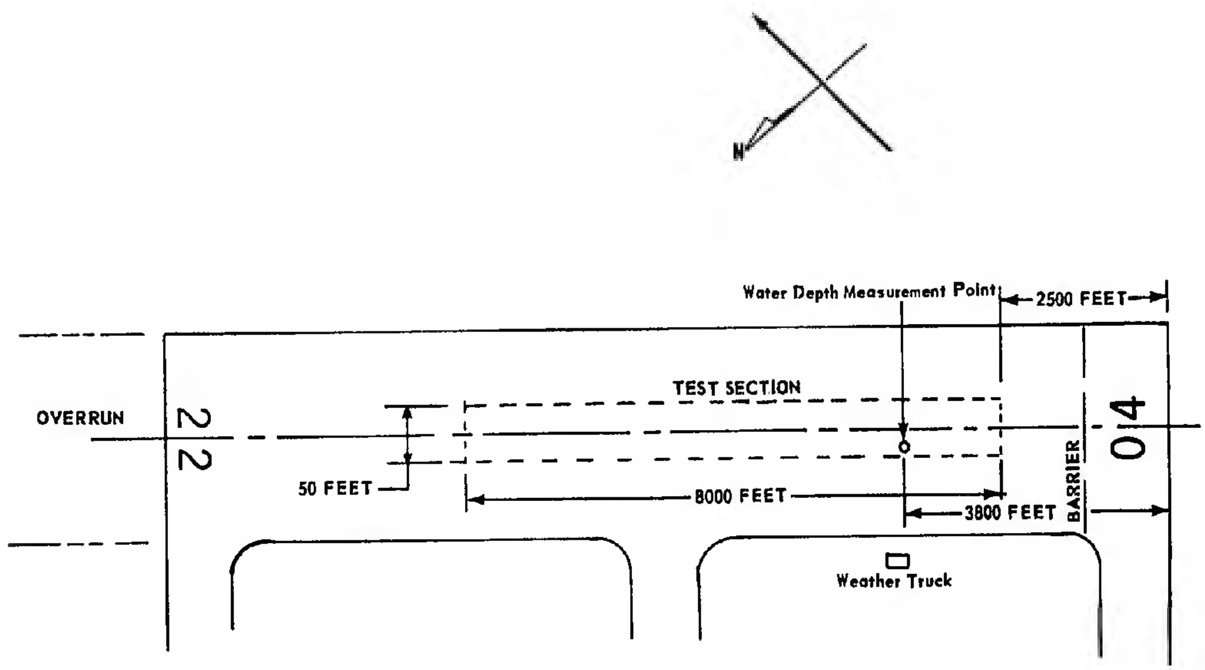


Figure 16 Test Section Layout

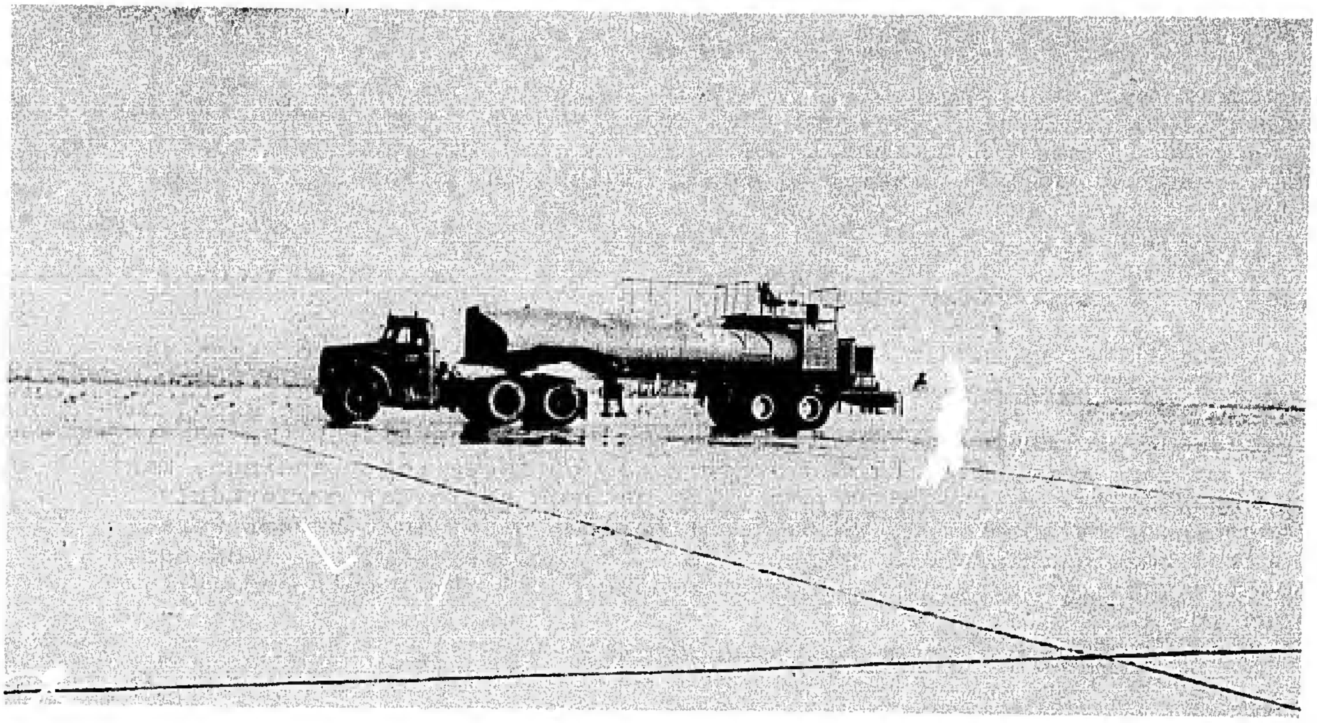


Figure 17 Water Tanker

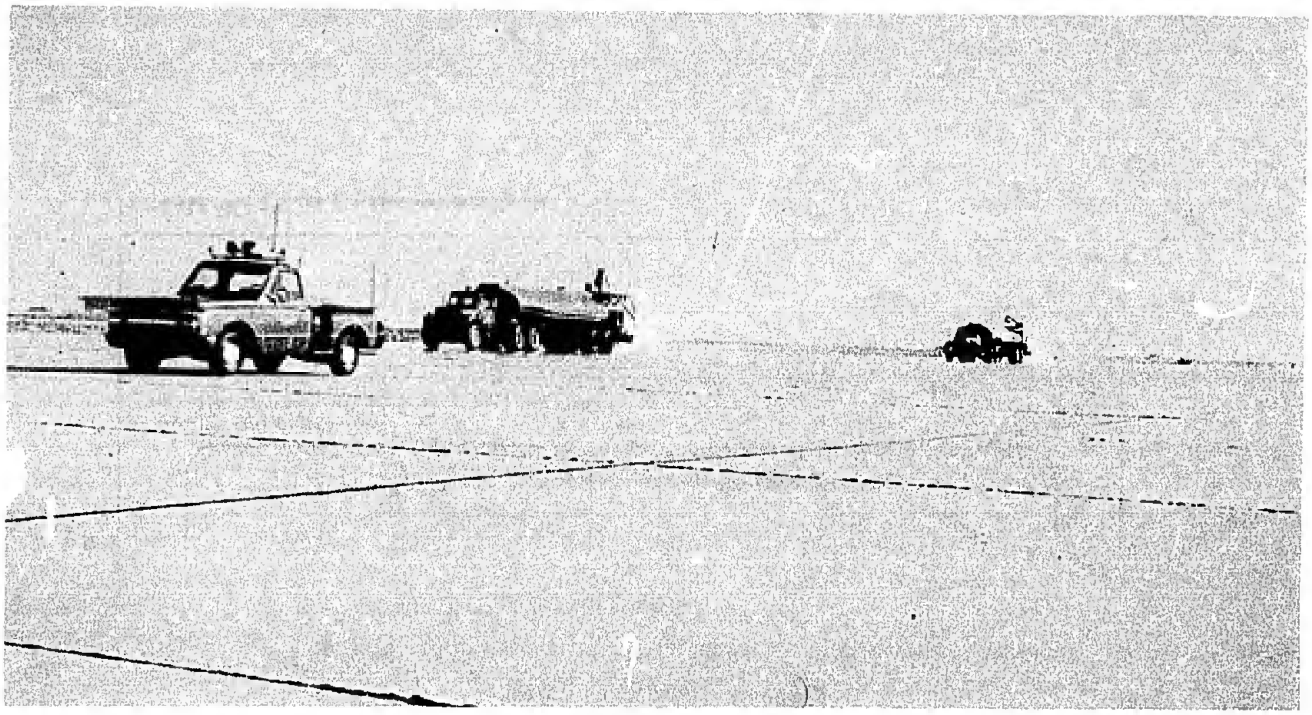


Figure 18 Wetting Procedure

WATER DEPTH MEASUREMENTS

Water depth measurements were made at one point in the wet test section. Due to a lack of manpower, the AFFTC could not make as many water depth measurements as ASD had requested. Therefore, before the test program began, ASD personnel picked one spot in the test section of the runway as a "representative puddle". This spot was marked with paint and the depth gauge was always oriented the same way with respect to the runway when depth measurements were taken (figure 31). For each test the portable weather station was positioned off the runway opposite this point, and the same person who recorded the atmospheric data also made the water depth measurements. Two depth measurements were made per landing. One measurement was made as soon as possible after the water tankers passed the measurement point on the wetting pass prior to the aircraft landing. Another was made immediately after the aircraft had landed. Because the foam floated on top of the water in the foam/water mixture, it was very difficult if not impossible to get an accurate reading of the depth. Therefore, the measured depth of this "representative puddle" was not a valid indication of the water depth throughout the test section.

TESTING LIMITATIONS

Two limitations were imposed on when testing could take place. First, because of the hazardous aspects of the test and the potential for tying up the runway for long periods of time, all testing was done during other than normal duty hours at Edwards AFB. This restriction, plus the wind limit of eight knots or less from any direction, resulted in the tests being done during early morning hours on weekdays, weekends, and holidays. The reasons for imposing the eight-knot wind limit were essentially "goodness" of data, and aircraft controllability. It is evident from the wind corrected ground roll formula in appendix A that, to minimize the correction factor for wind and improve data "goodness", the wind velocity should be as low as possible. In addition, a direct crosswind of five to eight knots would appreciably displace water from one side of the test section to the other, as well as make it impossible for the water trucks to spray a uniform water pattern. To be able to compare the tire and antiskid performance, the wetness of the test section needed to be as consistent as possible from one test landing to another.

Normally, when landing in a crosswind on a wet runway, the pilot can use asymmetric power and braking in addition to nosewheel steering, rudder control, etc., to maintain directional control. However, in these tests, the pilot had to use full braking throughout the ground rolls with the engines at idle. Thus, the aircraft controllability and safety aspects also helped establish the eight-knot wind limit.

TIRE WEAR AND BRAKE INSPECTION

Tire wear measurements were made before and after each flight using a tire tread depth gauge. It was originally believed that making tire tread depth measurements after each landing would have been unsafe. However, experience during the test program showed that the crew chief would have had adequate time to safely make such measurements while inspecting the brakes and tires between each landing. The tires were not used again once 50 percent tread wear had been achieved except for the 60-percent tire wear tests.

All tests were done using the new wheel design (P/N 9550498), which meant that the entire brake stack had to be removed each time the tires were changed. Therefore, the brakes were inspected for wear and evidence of brake component failure using T.O. 1F-4E-2-5 (reference 3)[3] procedures each time the tires were changed.

ANTISKID SYSTEM CHECKOUT

Everytime the antiskid system was changed from the Mark II to the Mark III, or vice versa, an operational checkout of the system was done using a modified AN/AJM-18 antiskid system test set (figure 19). The modification to the test set was merely to permit on-scale readings with both Mark II and Mark III systems. The checkout procedure used was the same as the one in T.O. 1F-4E-2-5 modified for the different scale readings.

Two problems were noted during the test program in using the T.O. checkout procedure. First, on a number of occasions, when there was an abnormal indication during the checkout procedure, the remedy was to replace the antiskid control box. Further checking revealed that the problem was not the control box, but bent pins in the electrical connector plugged into the control box or faulty connections at the sensors. The second problem occurred only once. Normal procedure calls for use of the emergency brake system to stop the aircraft during towing operations. In order to restore normal braking, the emergency brake control valve in the nosewheel well must be manually reset. On one occasion this was not done before the operational checkout of the antiskid system. As a result, since the emergency brake system bypasses the antiskid control valve, an abnormal indication was encountered during the antiskid control valve check. The remedy according to the T.O. was to replace the antiskid control valve. In these instances the T.O. procedure proved to be inadequate. To improve the T.O. procedure paragraph 4-31, Antiskid System Operational Checkout, in T.O. 1F-4E-2-5 should be changed as follows. First, add the following NOTE under ANTISKID CONTROL VALVE CHECK prior to procedure 3a:
(R 13)

NOTE

Before proceeding, check the EMERGENCY BRAKE CONTROL VALVE and reset, if necessary.

[3] T.O. 1F-4E-2-5, Landing Gear and Related Systems, USAF Series F-4E Aircraft, 1 March 1972, changed 1 October 1973. UNCLASSIFIED

Second, add this NOTE under ANTISKID CONTROL BOX CHECK prior to procedure 4a: (R 14)

NOTE

> When the remedy for abnormal indication requires replacement of the control box, check all electrical connections in the antiskid system for bent pins and faulty connection before effecting the replacement.

In addition to the full operational checkout whenever the antiskid system was changed, a "last chance" check was made before each flight prior to taxi, after engine start, using a battery-operated tester provided by Hydro-aire specifically for this test program and shown in figure 20. The test box connector was attached to the J2 test connector on the antiskid control box. The pilot then turned the antiskid system on and applied full pilot-metered brake pressure. When the button on the tester was pushed and released, a wheel speed and skid signal was provided to the antiskid control box which, in turn, sent a signal to the control valve to release the brake pressure. To insure that the brake pressure had been released by the control valve, the brake discs were visually checked by the crew chief and probed with a screw driver to make sure that they had been released. This procedure was followed for each main landing gear (MLG) brake using both a right and left wheel skid (tester toggle switch).

Throughout the test program measures were used in addition to the published T.O. procedures to check out the operation and correct assembly of both the brake and antiskid system prior to the test flights. Even though this was done, a number of problems, as discussed in this report, were still encountered. The published T.O. procedures for brake assembly and operational checkout of the antiskid and brake system, as well as the trouble shooting procedures proved to be inadequate. Although a number of specific recommendations for improvement are made in this report, better overall procedures and/or equipment should be developed for the brake and antiskid system assembly and operational checkout. The procedures and/or equipment developed should address both the preflight checkout and assembly and checkout after any brake/antiskid system components are disturbed for replacement or other maintenance actions. (R 15)

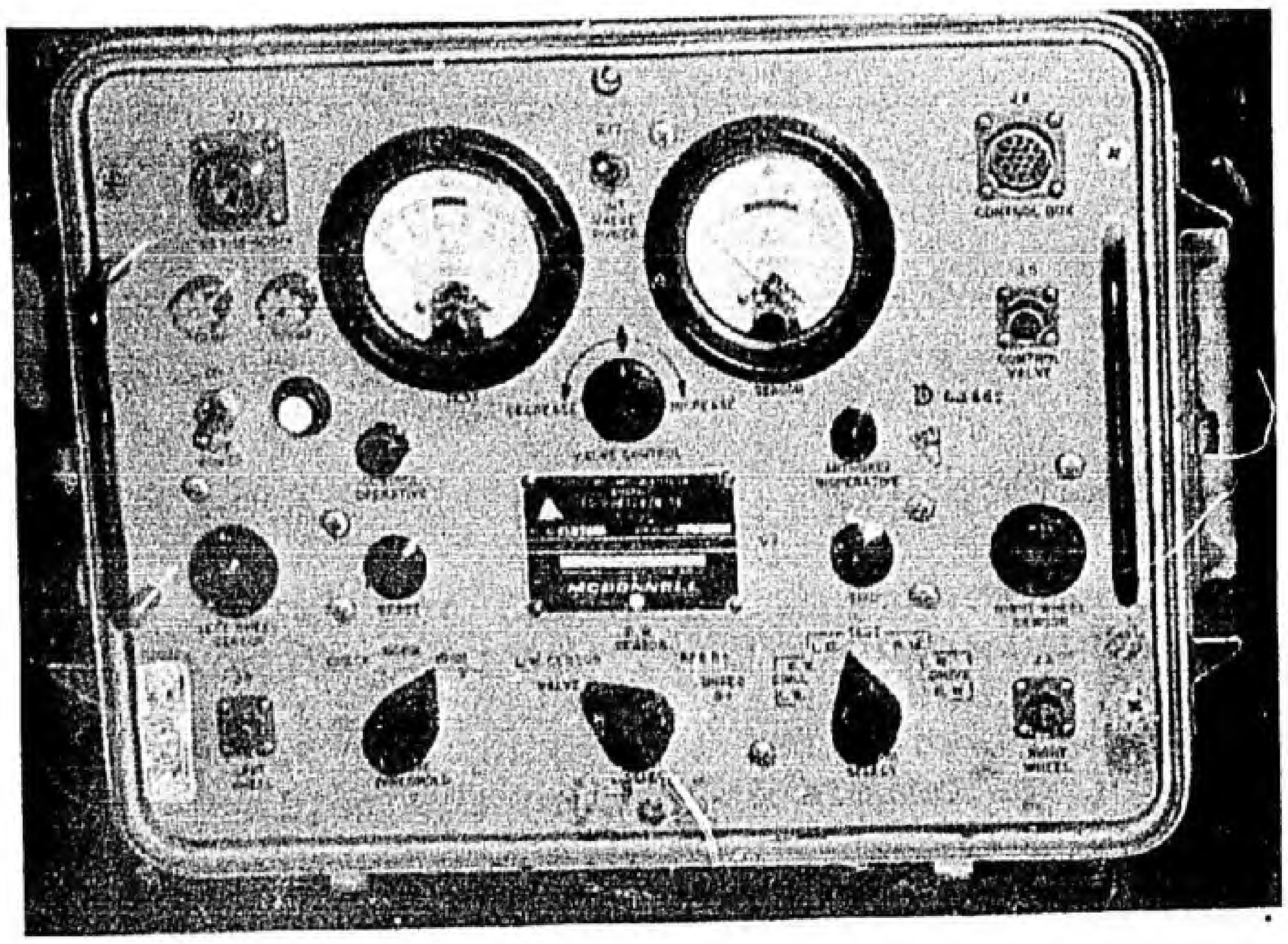


Figure 19 AN/AJM-18 Antiskid Test Set

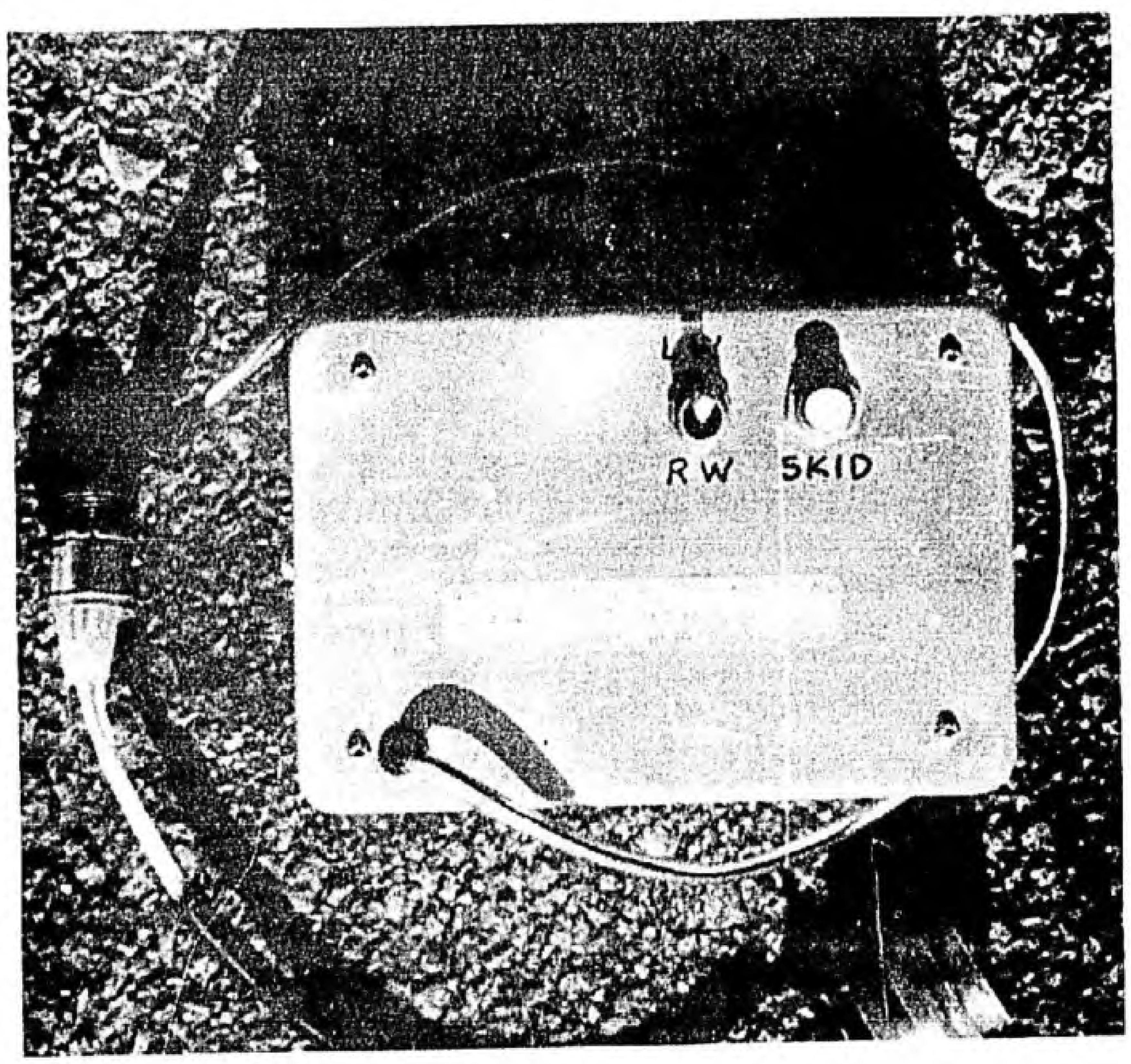


Figure 20 "Last Chance" Tester

RUNWAY CONDITION MEASUREMENTS

In order to correlate the Rain Tire test results with the results of Project Combat Traction, ASD had requested that the AFWL provide a characterization of the skid-resistant properties of the runway and the pavement traction experienced during the Rain Tire test landings. To accomplish these tasks, AFWL used their diagonally braked vehicle (DBV) and Mu-Meter during landing test operations on 17 March 1973 (Test No. 10A) and 24 March 1973 (Tests No. 13A, 13B, and 13C) and accomplished separate ground vehicle tests for runway characterization on 17, 18, 24, and 25 March 1973 and 9 and 10 June 1973. These separate ground vehicle tests also included tests designed to establish the effects, if any, on the runway skid resistance properties of (1) the foam concentration in the foam/water mixture, (2) the high rubber content on portions of runway surfaces, and (3) the runway paint stripes.

The Mu-Meter was a small trailer unit which had been designed and manufactured by M.L. Aviation, Maidenhead, Berks, England, specifically to evaluate the coefficient of friction of runway surfaces (figures 21 to 24). It was towed by a pickup truck and had a continuous recording device that graphically recorded the coefficient of friction versus distance along the pavement. This system was also equipped with instrumentation which integrated the coefficient of friction versus distance curve to obtain the average coefficient of friction between any two selected points. The Mu-Meter had two smooth-tread tires which were toed out with respect to the direction of travel during the measurements and a third knobby-tread tire which served to move the graph paper. The Mu-Meter was towed at a constant speed of 40 miles per hour (a speed calculated to be above the hydroplaning speed of the smooth tires). It physically evaluated the side slip force between the smooth tires and the pavement surface by measuring the force exerted in the trailer tow bar.

The DBV was a specially designed and highly instrumented station wagon (figures 25 to 28) developed by NASA for the Combat Traction program to evaluate the stopping characteristics of runway surfaces. The DBV primarily recorded the stopping distance of the vehicle in a diagonally-braked, locked-wheel mode initiated from a speed of 60 miles per hour. Instrumentation in the vehicle recorded such parameters as stopping distance, deceleration versus distance, velocity versus distance, brake pressure, etc. The diagonal braking was obtained through cutoff valves in the brake lines. By appropriate valve selection, one pair of diagonal wheels on the automobile could be braked while the opposite pair of wheels remained unbraked and freely rolling for vehicle stability and directional control. All wheels were equipped with smooth tread tires which eliminated the effects of tire tread design on braking traction.

During the aircraft landing test operations, the Mu-Meter and DBV made their first measurements immediately after the water trucks wetted the test section before the aircraft landed. The DBV made two stops in the wet test section on the southeast side of the centerline, and the Mu-Meter made one continuous pass on the northwest side of the centerline. The timing of the measurements was such that both vehicles exited the runway with the water trucks. Immediately after the aircraft had landed and exited the test section, both the Mu-Meter and DBV made return measurement runs, each traversing the same side of the test section as before. The results of these measurements, as well as the runway skid resistance properties, will be published in a separate AFWL report.

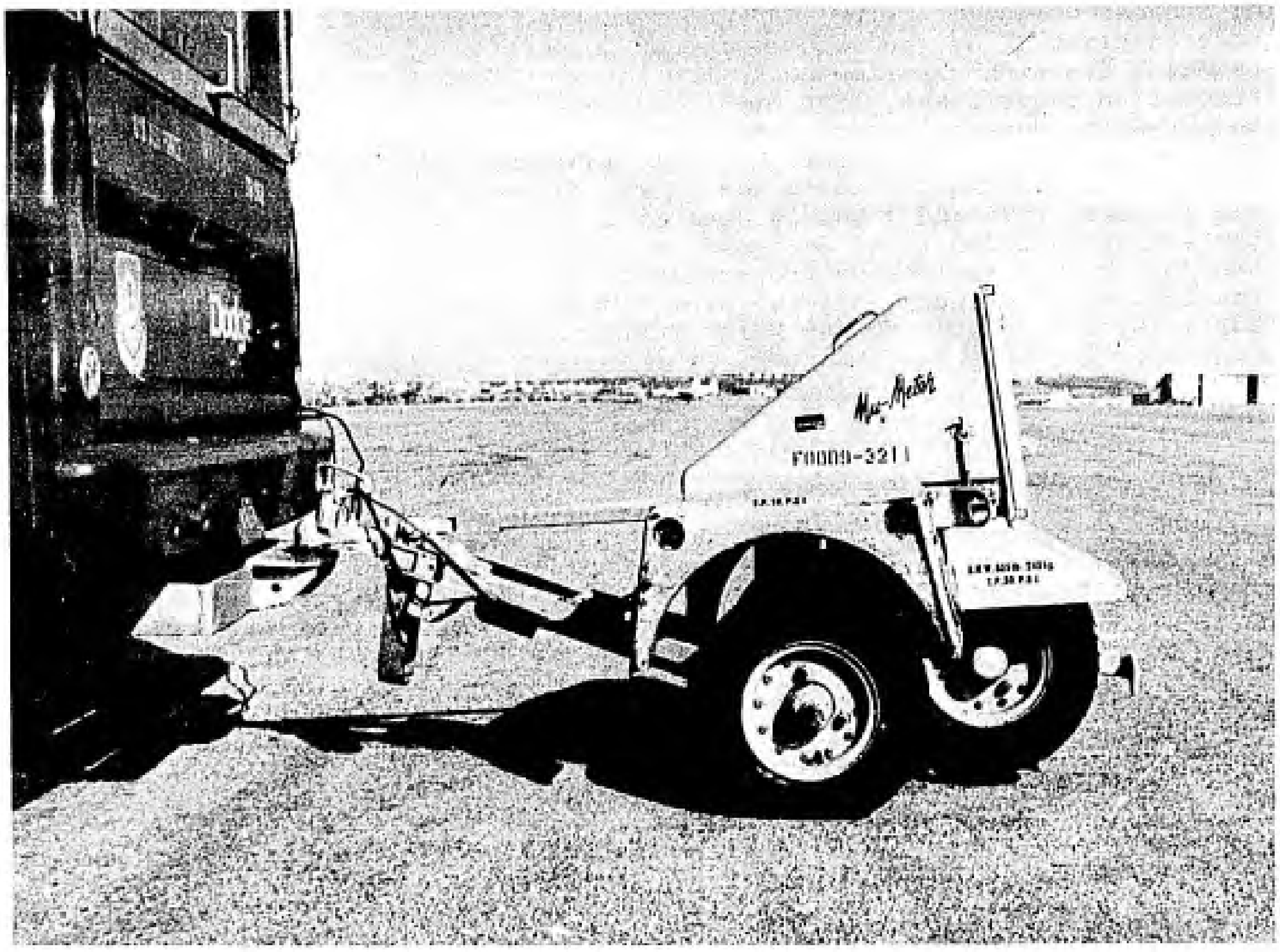


Figure 21 Mu–Meter

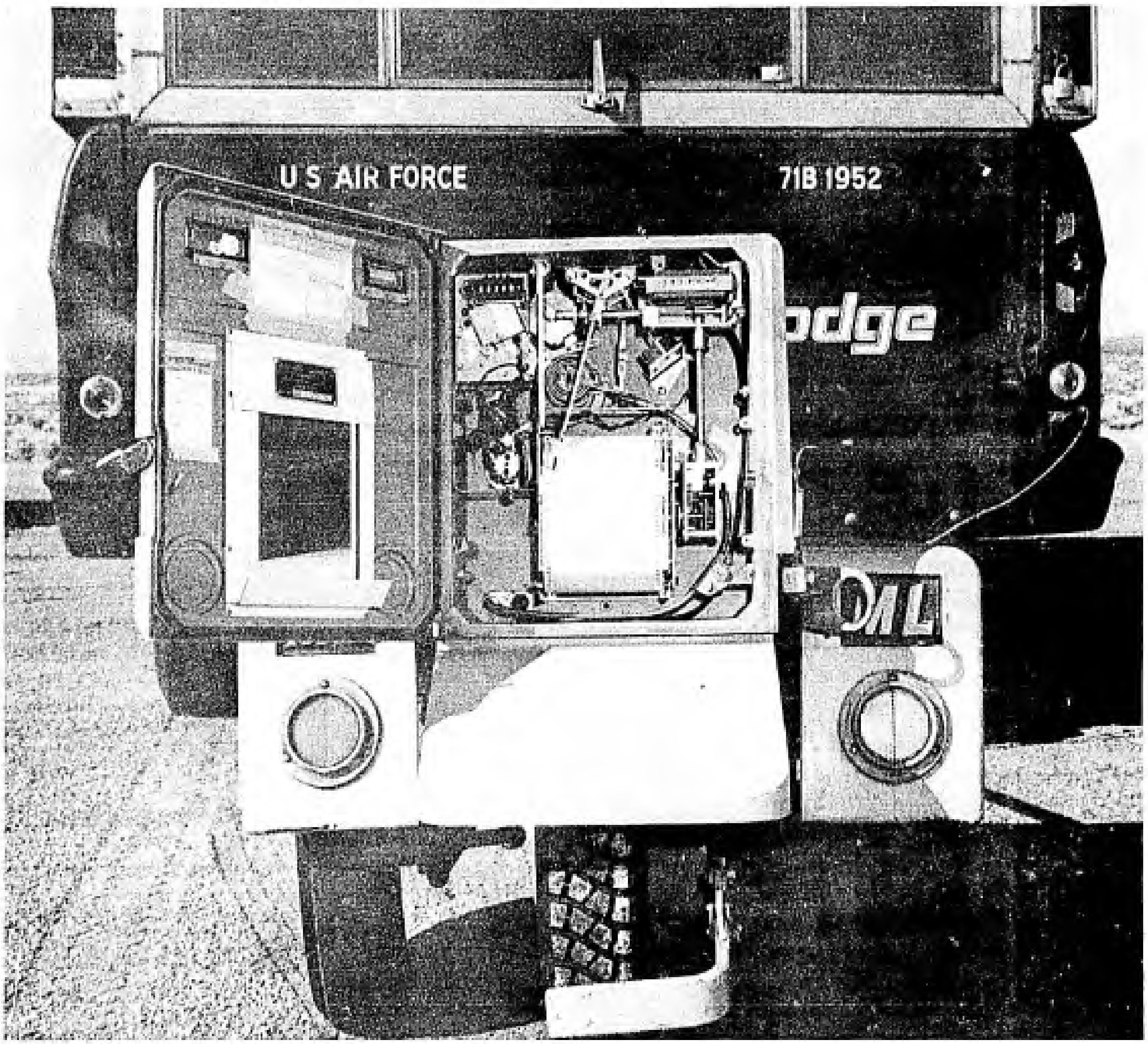


Figure 22 Mu-Meter

Figure 23 Mu-Meter

Figure 24 Mu-Meter

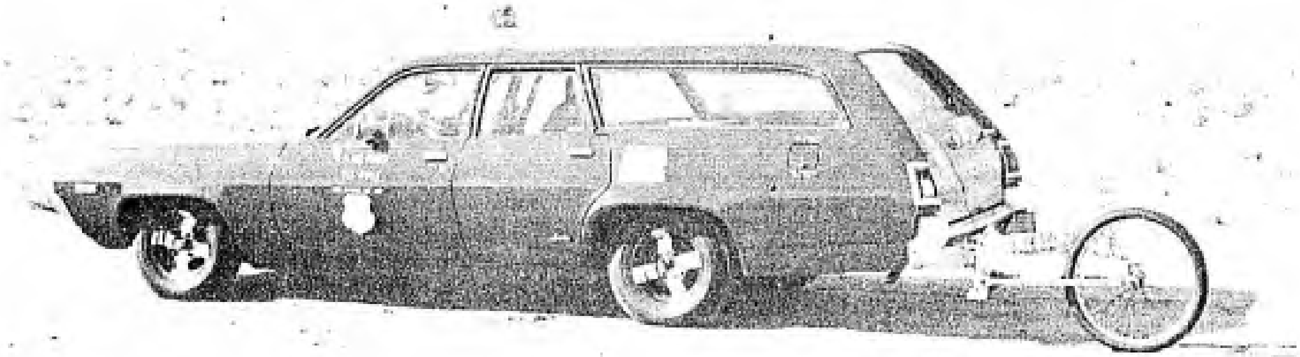


Figure 25 Diagonally Braked Vehicle

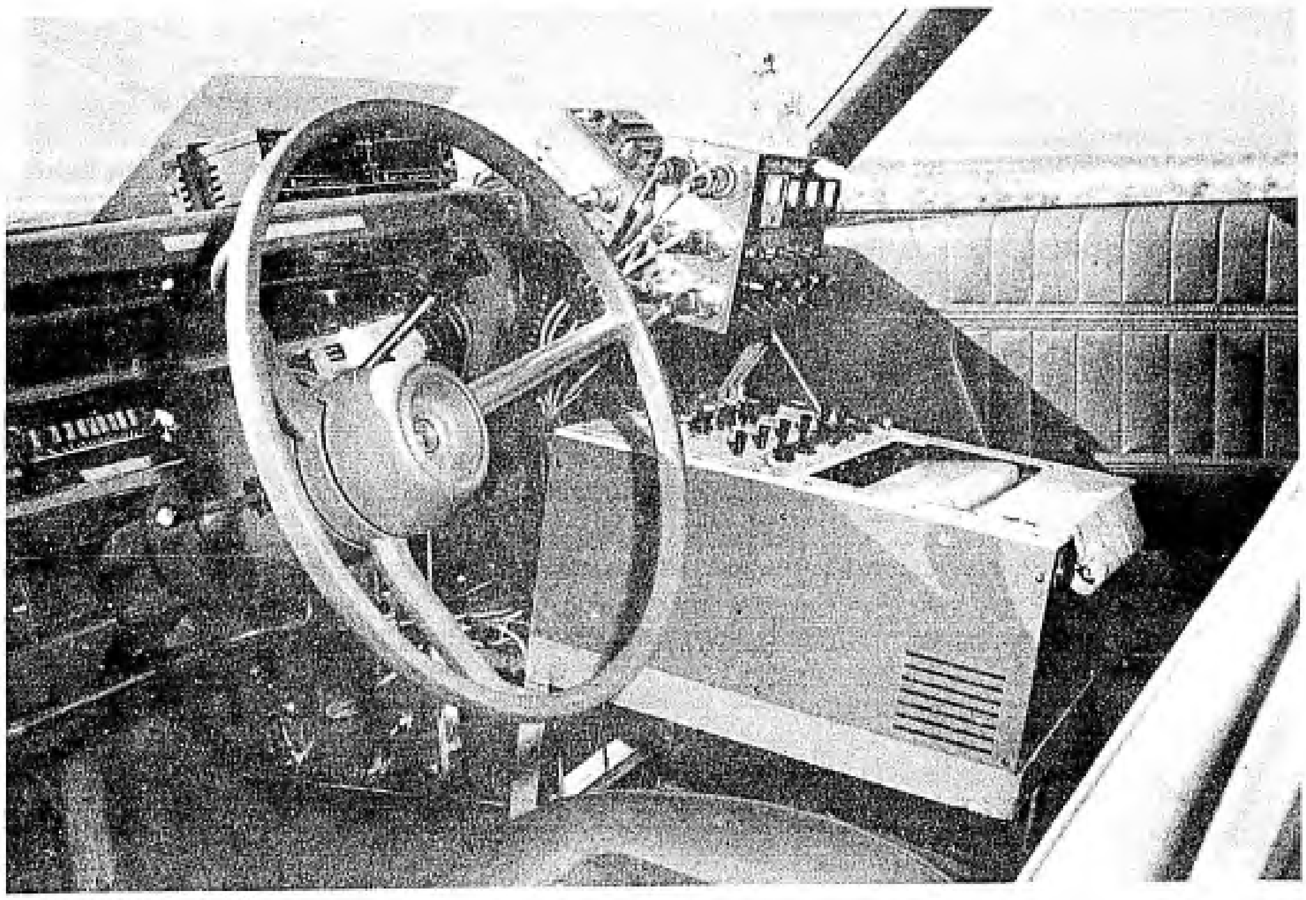


Figure 26 Diagonally Braked Vehicle

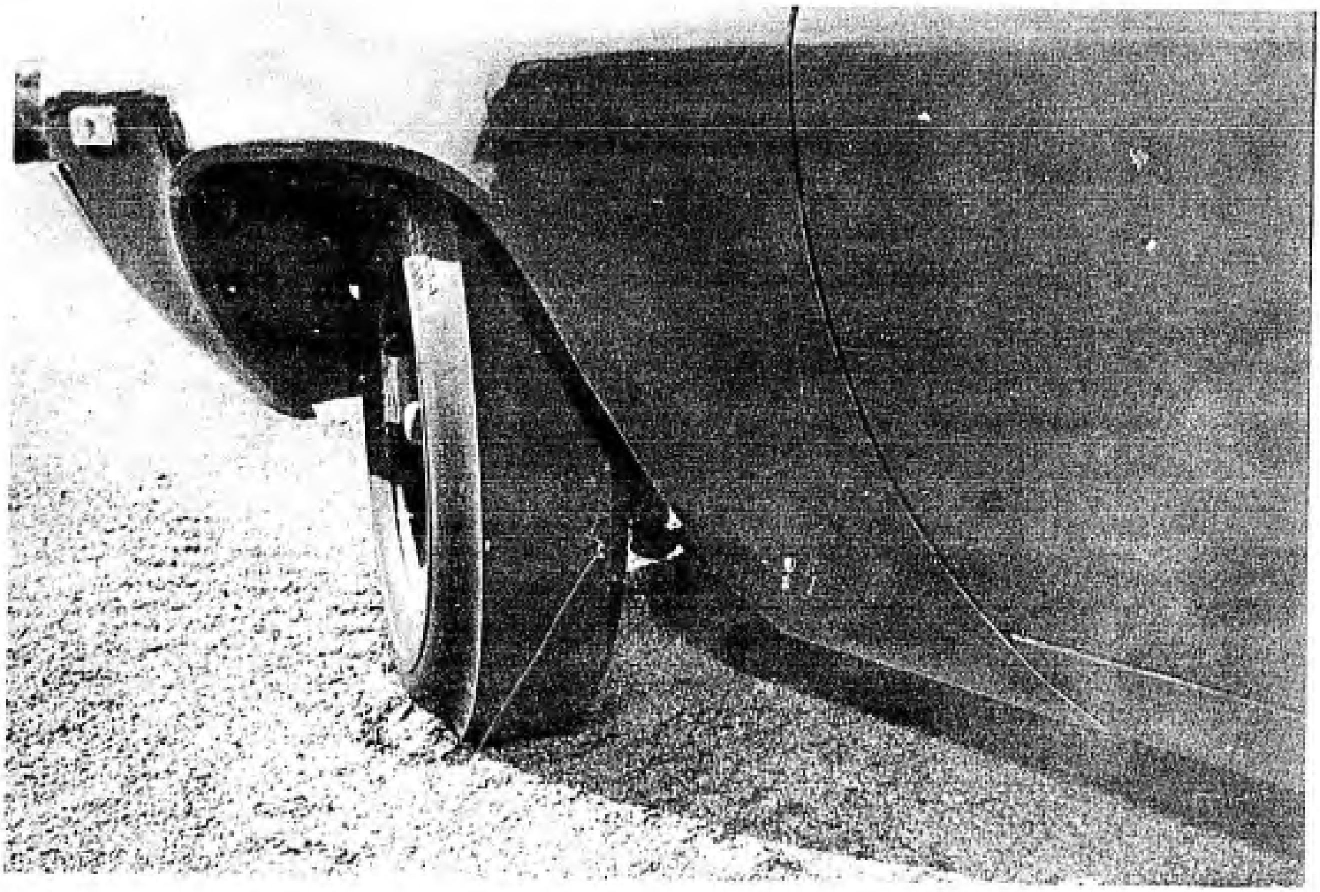


Figure 27 Diagonally Braked Vehicle

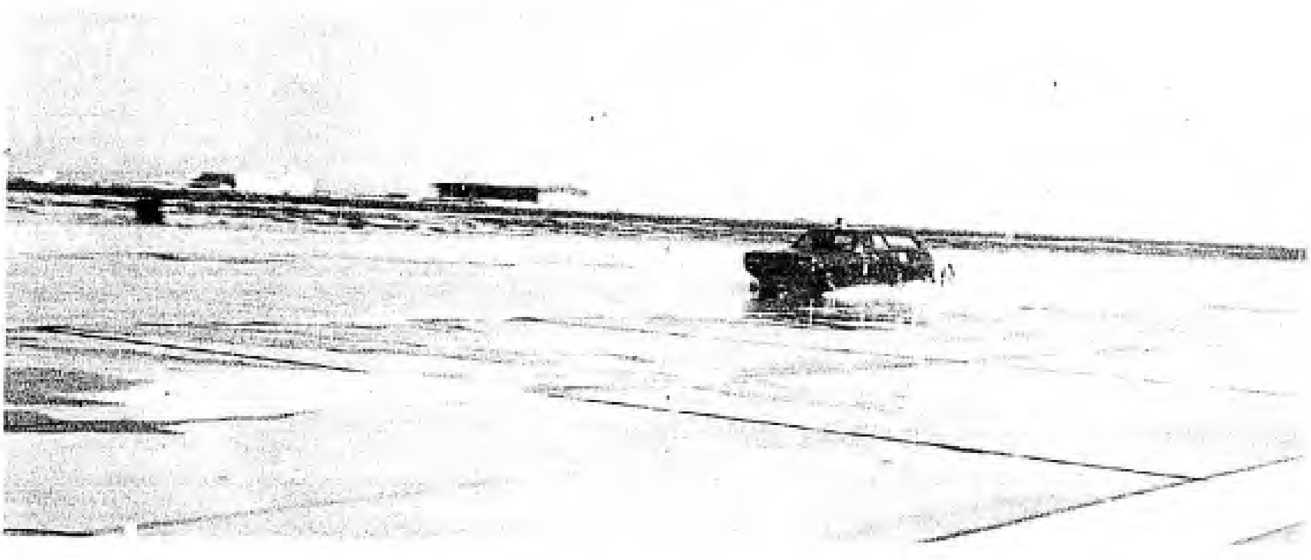


Figure 28 Diagonally Braked Vehicle

TEST INSTRUMENTATION

The instrumentation was specifically designed by McDonnell Aircraft Company to use the data recording system (centerline-mounted instrumentation pod) and instrumentation which were already available on F-4E S/N 66-368 from previous test programs. The additional instrumentation was fabricated and installed by AFFTC personnel. However, instrumentation maintenance, pre- and post-flight calibration and services, and installation support were provided through an AFFTC/McDonnell-Douglas Corporation cortract in support of the AFFTC F-4 Test Team. The following parameters were measured and recorded on magnetic tape onboard the aircraft:

Parameter	Range	Remarks
1. Rudder pedal position	0 to 20 deg (10 to 50 vdc)	Measurement taken from command potentiometer wiper circuit in nose gear steering system
2. Nose gear angle	0 to 70 deg (10 to 50 vdc)	Measurement taken from follow-up potentiometer wiper circuit in nose gear steering system
3. Nose gear strut pressure	0 to 1,800 psig	Measurement of air pressure in strut upper chamber
4. Pilot-metered pressure (left and right)	0 to 3,000 psig	Measured on input side of antiskid control valve
5. Brake pressure (left and right)	0 to 3,000 psig	Measured on output side of antiskid control valve
6. Antiskid control valve signal	0 to 12 vdc	Output of valve driver amplifier measured at J2 test connector on antiskid control box
7. Main gear wheel speed (left and right)	0 to 2,500 rpm (0 to 20 vdc)	Output of velocity circuit measured at J2 test connector on antiskid control box
8. Acceleration (longitudinal, lateral, and normal)	± 2 g's (N_x, N_y) -3 g's to $+9$ g's (N_z)	Accelerometers mounted at approximate center of gravity
9. Main gear strut deflection (left and right)	- - -	Potentiometer measurement of MLG scissors angle

10. Brake temperature (left and right)	0 to 1,200 deg C	Thermocouple in one brake stator in each brake
11. Fuel quantity	- - -	Measurement taken from forward cockpit fuel quantity gauge
12. Angle of attack (AOA)	-10 to +40 deg	Measurement taken from production AOA indicator

In addition to the onboard recording, both the wheel speed and brake temperature measurements were displayed in the rear cockpit (figure 29). The aircraft vertical speed, taken from the inertial navigation system, was also displayed in the front cockpit as shown in figure 3. Control switches for the onboard recording system as well as an event button were located in both cockpits. Pushing the event button caused an audible tone to be transmitted on the aircraft radio frequency and simultaneously put a signal on the data recording tape. The tone was used for time correlation between the onboard recorded data and the phototheodolite data. The Askania phototheodolite facility was used on each test landing to record the aircraft time and ground distance profile.

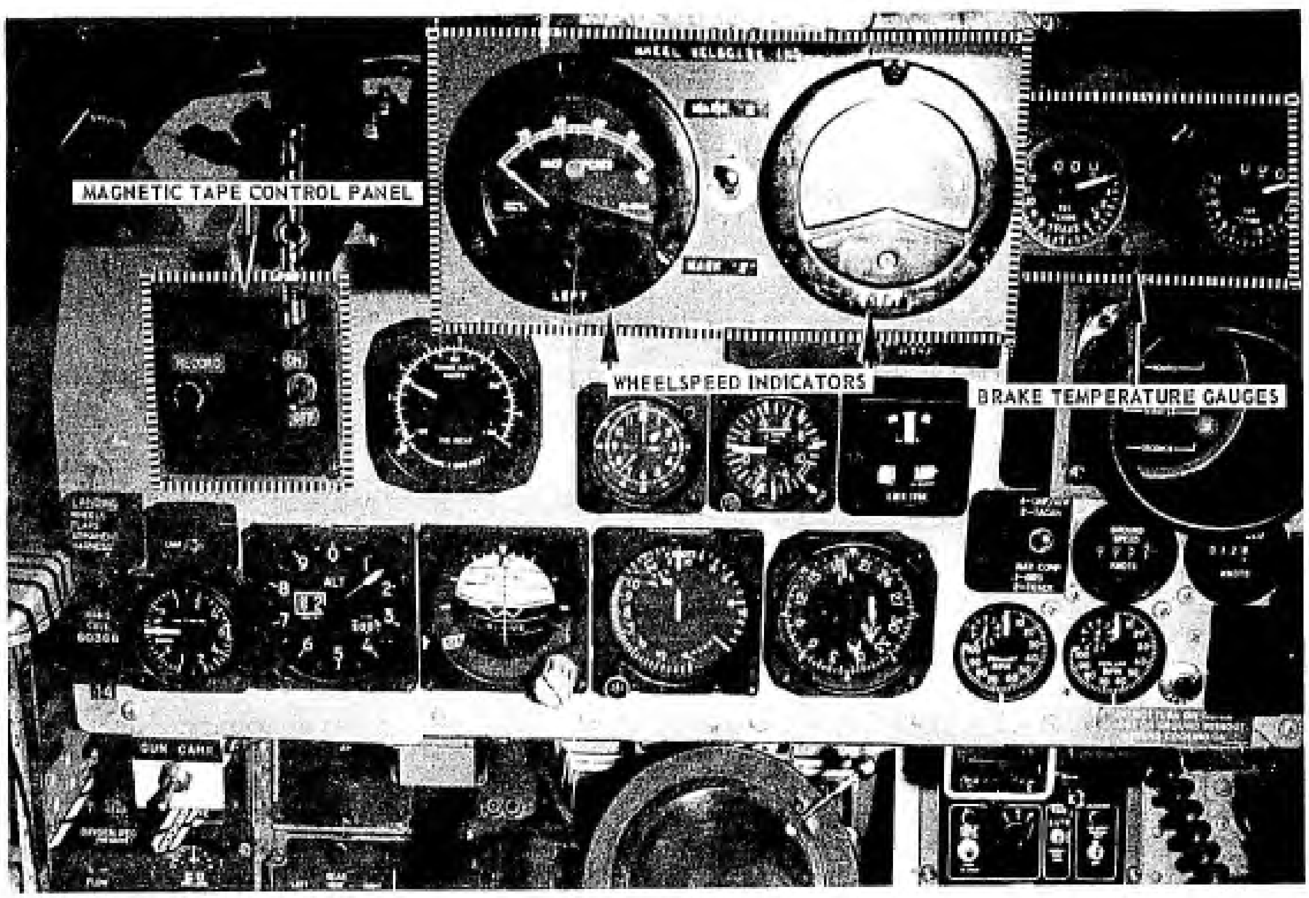


Figure 29 Rear Cockpit Instrument Panel

BRAKE TEMPERATURE MEASUREMENT

The temperature of each brake was measured by a thermocouple inserted in a hole on the inner diameter of one brake stator as shown in figure 30. The wire was routed through a hole in the torque tube and then through the brake housing to a connector on the strut. The intent was to have this instrumented stator put in the center of the brake stack when the brakes were assembled to provide a representative temperature for the entire brake stack. However, during the actual test program the position of the instrumented stator was not always certain and on many occasions was found to be one stator position off of the center position when the brakes were disassembled.

Since the brakes had to be disassembled every time the tires were changed, there was extensive wear and tear on the thermocouples. This, in addition to the heat and vibration environment during the test landings, resulted in constant thermocouple replacement. When possible, the thermocouple was reattached to the same stator to avoid having to "burn in" the brakes when a new stator was used.

At the beginning of the test program, the thermocouples and temperature gauges were installed and temperature limits established (100 degrees C for landing and 900 degrees C for takeoff) to ensure that the brakes were cool enough on landing for good stopping performance data and that enough energy absorbing capability remained after a maximum braking stop to safely accomplish an aborted takeoff. Therefore, initially, both temperature gauges and thermocouples were required to be functioning before any test landings could be accomplished. However, after gaining experience with a number of landings, a cooling time was established and it was found that an adequate temperature margin existed. Therefore, the temperature gauges were deemed not essential for safety or good data and non-functioning temperature gauges were not considered an abort item. However, an attempt was made to always have at least one temperature gauge functioning.

Although the thermocouples proved to be a maintenance problem, they were well worth the effort required since the brake temperature measurement greatly enhanced the safety of the test program. In fact, the procedure of taking off and flying around to air-cool the brakes could not have been safely done initially without the temperature measurement. Even after the temperature display was not required for safety due to experience gained, it provided a qualitative means of monitoring what was going on within the brakes. Since measurement of the brake temperature and displaying it in the cockpit proved to be valuable, it should be considered for use on all brake, antiskid, and/or stopping tests.
(R 16)

WATER DEPTH

Water depth was measured with a gauge designed by NASA for the Project Combat Traction tests (figure 31). The gauge worked on the principle of reflectivity. Plexiglass rods of different lengths that protruded through its body were marked with numbers from 0.010 to 0.100 inch to indicate water depth. Since water is highly reflective and will reflect more light than a runway surface, rods that were not touching the water would appear lighter than those that were touching or submerged in the water. The dark rod with the highest number therefore indicated the local water depth.

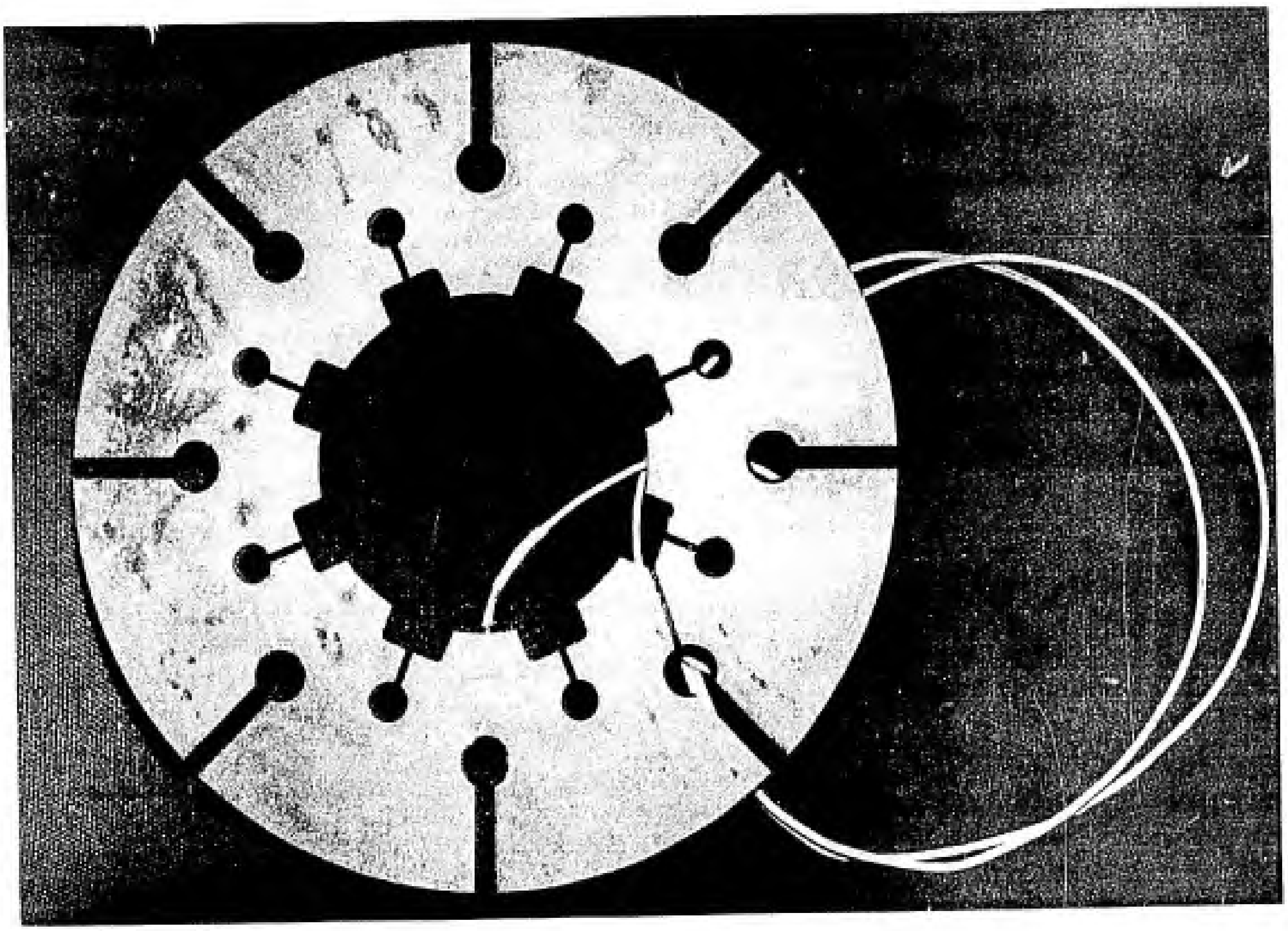


Figure 30 Insrumented Brake Stator

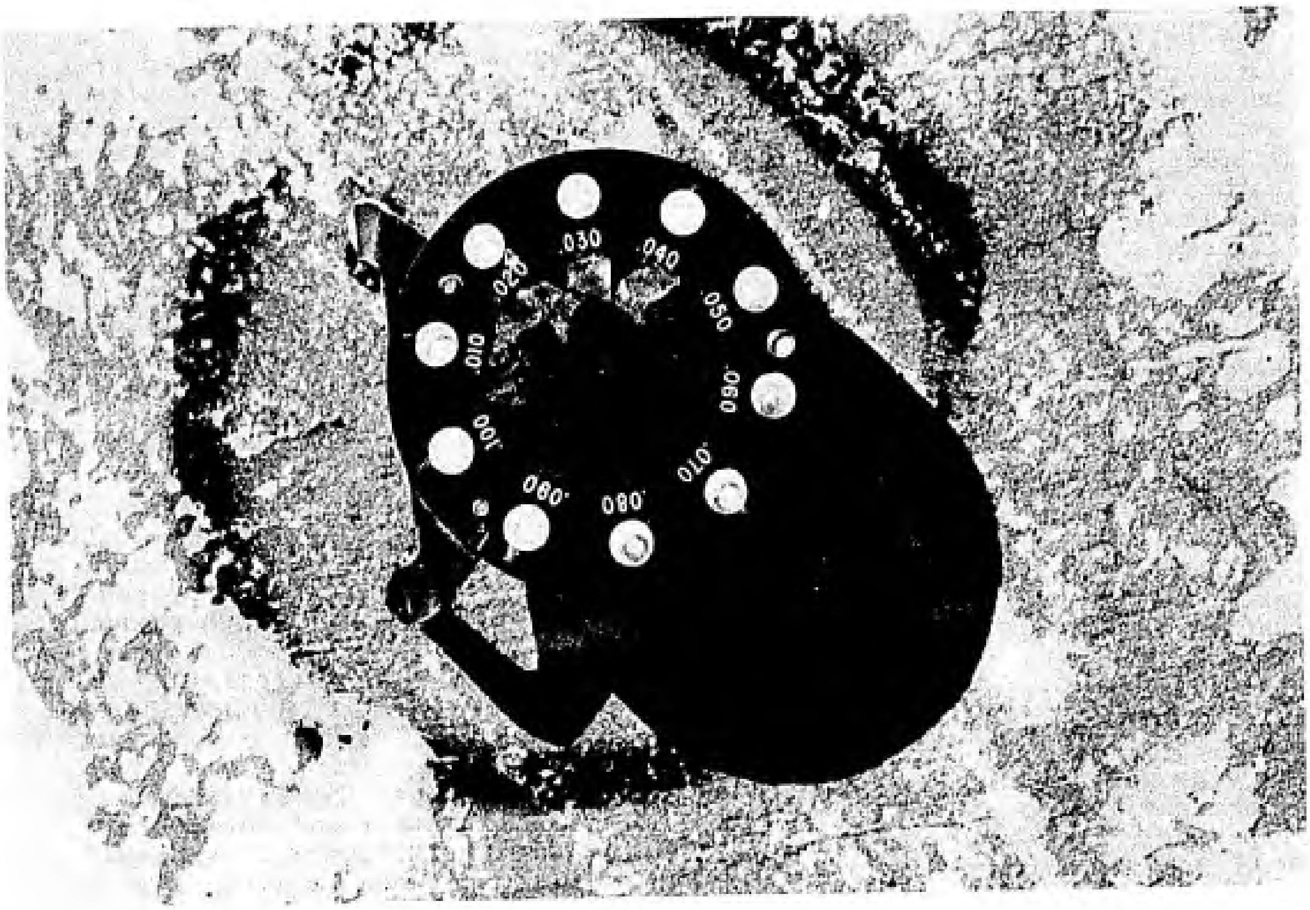


Figure 31 Water Depth Gauge

ATMOSPHERIC DATA

Wind direction and velocity, ambient air temperature, and pressure altitude were measured by a portable weather station. The station was set up approximately 1,300 feet beyond the start of the wet test section and was about 75 feet from the north edge of the runway. Continuous strip chart recordings of wind direction and velocity were made during each test landing from touchdown to brake release.

MAIN GEAR NORMAL FORCE

Prior to the beginning of the test program, ASD/ENFL requested that additional MCAIR (McDonnell Aircraft Company) designed instrumentation be added to the aircraft to measure the main landing gear strut position. Using this information along with a MCAIR-furnished static load versus displacement curve for the two-inch MLG strut high pressure chamber, the normal force of each main gear could be determined. The instrumentation design had been used by MCAIR on other test aircraft and is shown in figures 32 to 34. As shown, the instrumentation consisted of a potentiometer mounted on one leg of each MLG strut scissor with a lever arm attached to the other leg. This arrangement essentially measured the angular change of the strut scissor which was a measure of the strut displacement.

The MLG strut had two (high and low pressure) air chambers. If the strut had been serviced correctly, any load on the MLG strut over approximately 8,200 pounds would begin to compress the high pressure chamber. There would be approximately 1.5-inch displacement for a 20,000-pound load increase on the MLG strut, so the range of the measurements of interest was very small. If the strut had not been serviced correctly prior to flight, then the aircraft would ride on top of the high pressure chamber of the strut and the potentiometer output would not accurately correlate to the load on the MLG strut. The damping characteristics of the strut and friction of the strut seals also contributed to inaccurate measurements.

Because of the shocks associated with landing and the vibrations caused by flying with the gear down, the potentiometers and lever arms repeatedly broke and slipped in flight, resulting in constant replacement and recalibration. The slippage occurring between landings resulted in an invalid potentiometer calibration for many landings. Because of these problems, this type of instrumentation and technique should not be used to obtain MLG strut loads on future F-4 flight test programs. **(R 17)**

To determine the coefficients of friction for this report the main gear normal force was calculated using the gross weight of the aircraft, the angle of attack measurement to determine lift, and the nose gear strut pressure to determine nose gear normal force.

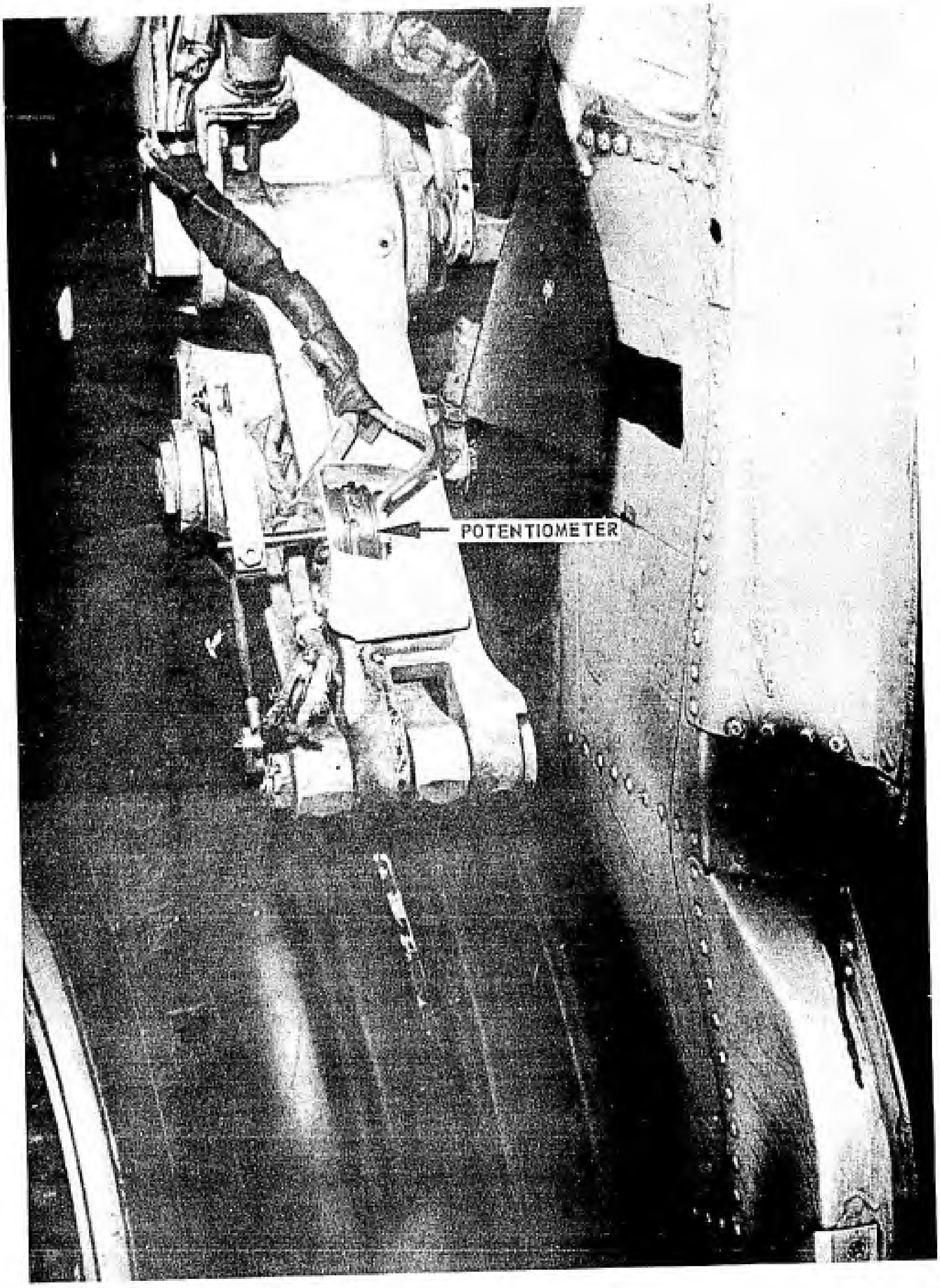


Figure 32 MLG Strut Instrumentation

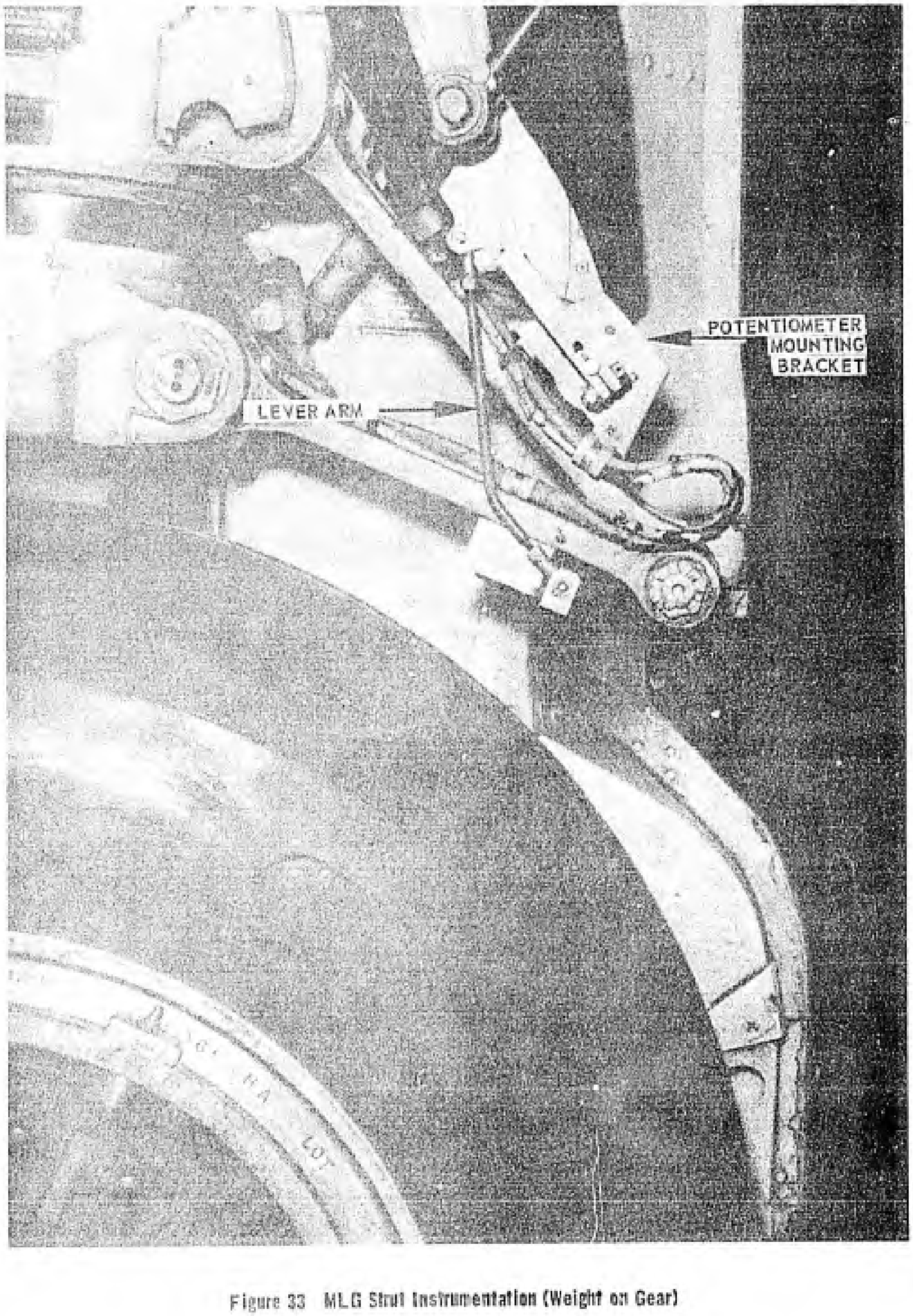


Figure 33 MLG Strut Instrumentation (Weight on Gear)

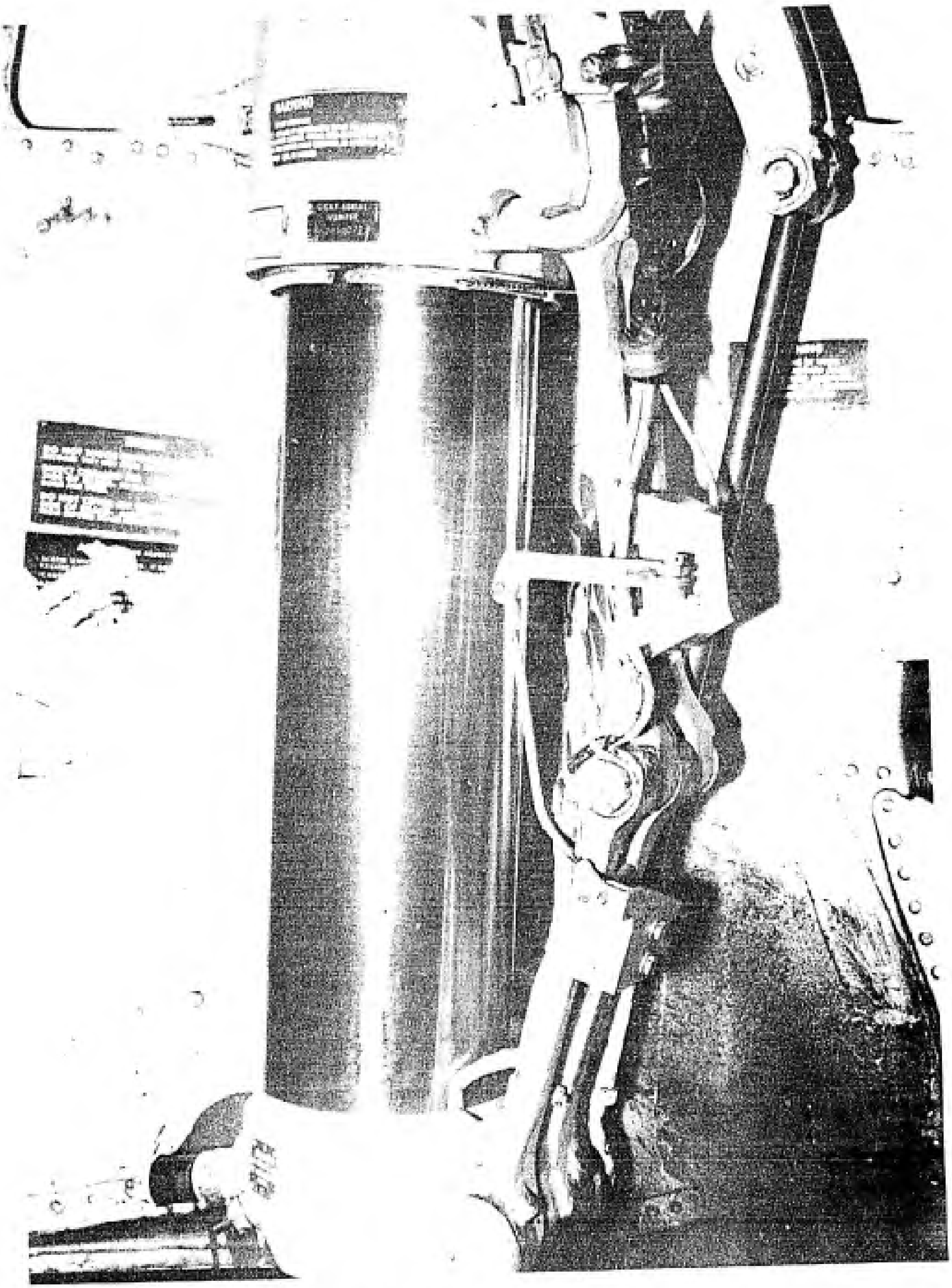


Figure 34 MLG Strut Instrumentation (Strut Extended)

NOSEWHEEL STEERING

The pilot-selectable, two-mode authority, nosewheel steering system was on the aircraft for 90 percent of the test flights. Ground tests during aircraft taxi operations were done to aid in the qualitative evaluation of this steering system as well as to allow each of the two test pilots to "feel" the response of both of the steering modes and the effect of switching from one to the other during turning operations. When this system was on the aircraft, the ±15 degrees mode was used for all takeoffs and landings. Both pilots noted that, during the takeoffs and landings, aircraft control was unchanged compared to the production (±70 degrees only) steering system and that there was no change in the control effort required. The advantages of the ±15 degrees mode could not be demonstrated during the normal Rain Tire operations because the steering demands during the test landings and takeoffs were always within the region in which the response of the ±15 degrees mode would be equal to that of the ±70 degrees mode. The value of the ±15 degrees mode would not be realized unless a situation, such as a strong crosswind landing or takeoff, requiring large rudder pedal deflections existed. For safety reasons, this type of test could not be done on the wet runway during the Rain Tire program. For normal flight operations of the F-4 aircraft, the switchology of the pilot-selectable, two-mode authority, nosewheel steering system was unacceptable as flight tested. In the test configuration, a two-position toggle switch was used to select the desired mode of steering. It would be easy to forget the switch and have the steering authority in an undesired mode as a result. For instance, after landing, the switch could inadvertently be left in the ±15 degrees mode for taxiing off of the runway. Since the response of the steering system is the same for both modes over the first 35 percent of rudder pedal deflection, as the pilot turned off the runway onto a taxiway, he would not be aware of the problem until he "reached" for the full 70 degrees of steering and obtained only 15 degrees of steering. This could result in an accident involving either running off the runway or running into another aircraft. The same thing could happen when leaving the chocks, resulting in hitting a power unit or a parked aircraft on the ramp. When the pilot realized that the switch was in the wrong position, he would be confronted with the question of whether to reposition the switch to the ±70 degrees mode, which would immediately command a full 70-degree nosewheel turn (if he had full rudder pedal deflection), or to center the rudder pedals before repositioning the switch, which would delay the turn further.

During the Rain Tire test program, the procedure adopted was to position the steering mode switch to the ±15 degrees mode anytime the antiskid control switch was placed to the ON position, and to the ±70 degrees mode anytime the antiskid control switch was turned to the OFF position. This procedure provided the desired mode of nosewheel steering system operation during takeoff and landing as well as during taxi operations. However, this required that a separate item be added to the pilot's already lengthy checklist.

If a two-mode authority, nosewheel steering system is adopted for use on the F-4 aircraft, a separate steering mode select switch should not be used. The system should be wired so that the ±15 degrees steering mode would be available when the antiskid control switch is in the ON position and the +70 degrees steering mode would be available when the antiskid control switch is in the OFF position. Use of nosewheel steering should still be controlled by the nosewheel steering button on the control stick grip. For situations when operation of the antiskid system is not desired but the +15 degrees steering authority is desired, the system should be wired such that use of the paddle switch on the control stick to drop out the antiskid system would not drop out the ±15 degrees steering mode. The logic of this switchology is that, under current operational procedures, anytime the aircraft is in a takeoff or landing phase the antiskid system switch is required to be ON, thus providing the correct +15 degrees steering mode. During taxi operations, the antiskid system is required to be OFF, thus the correct nosewheel steering mode for taxiing, ±70 degrees, would be selected. **(R 10)**

NOSEWHEEL TIRES

Three nosewheel tire designs were qualitatively evaluated during the Rain Tire program and compared with the performance of the Standard nosewheel tire. There was no noticeable difference observed, from the pilot's standpoint, in the performance characteristics of the different nosewheel tire tread designs. If performance differences do result from the different nosewheel tire tread designs, the effect would not have been demonstrated during the Rain Tire program, again, because large steering inputs were generally not necessary during testing. Figures 35 to 38 are typical of the minimal amount of wear shown on the nosewheel tires during testing.

One interesting characteristic of the USAF and BFG tire tread designs was noted. During the wet runway tests, the water spray pattern off of these shoulder-grooved tires was very low to the ground. Since this effect may have an application in reducing water ingestion problems of other aircraft, this type of nose tire tread design should be evaluated as a possible method of preventing water ingestion. **(R 11)**

Figure 35 USAF Nosewheel Tire Wear

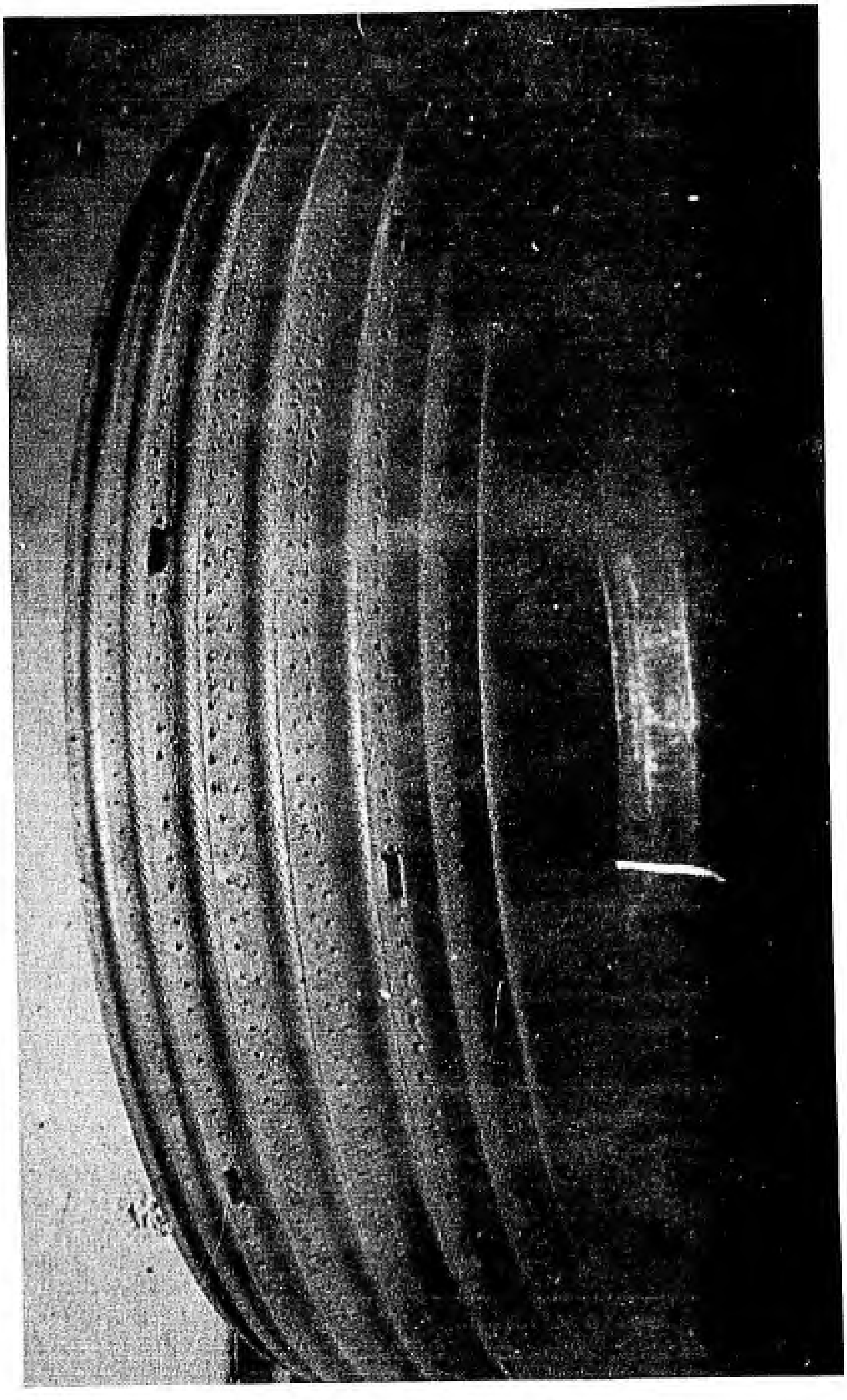


Figure 36 Dunlop Nosewheel Tire Wear

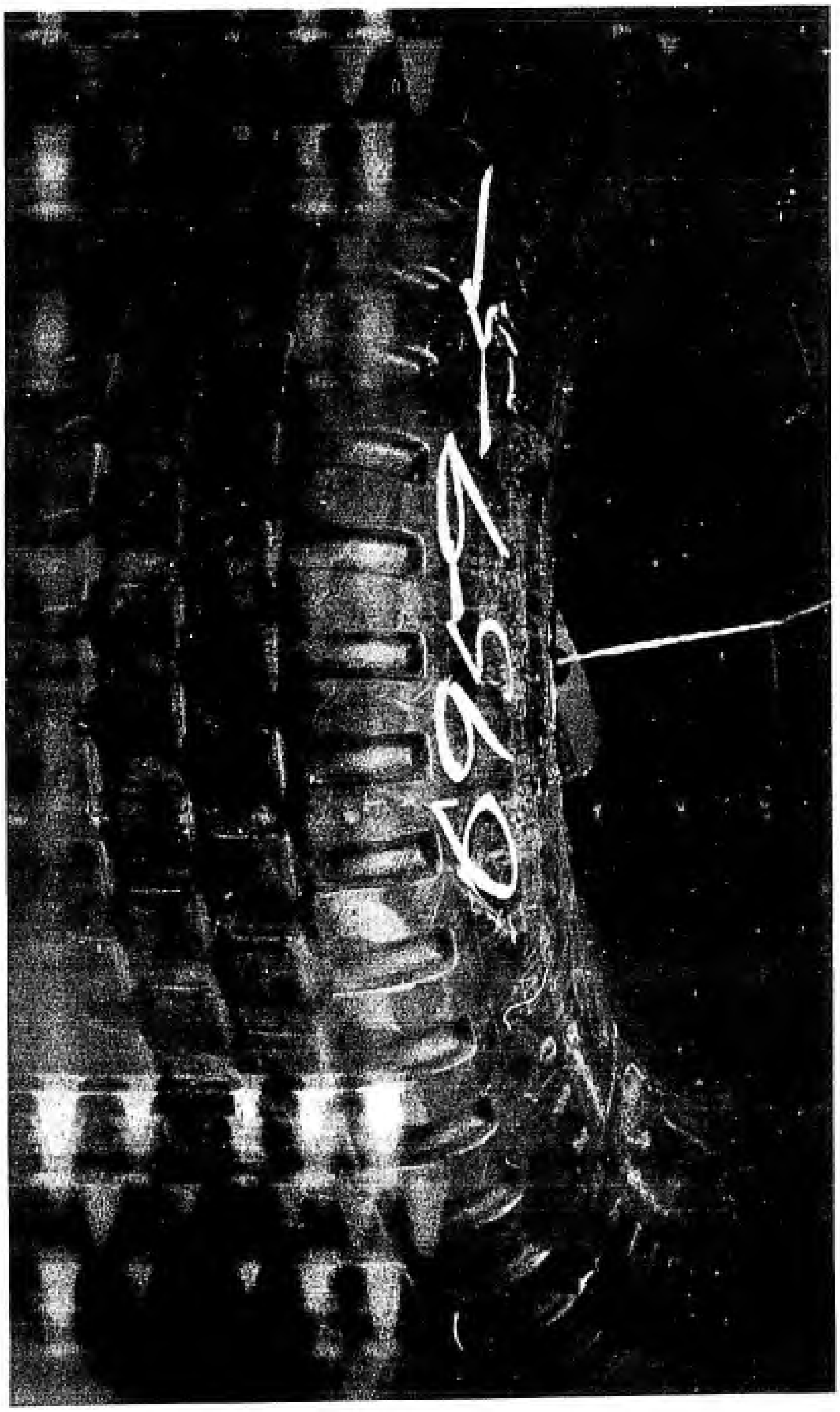


Figure 37 BFG Nosewheel Tire Wear

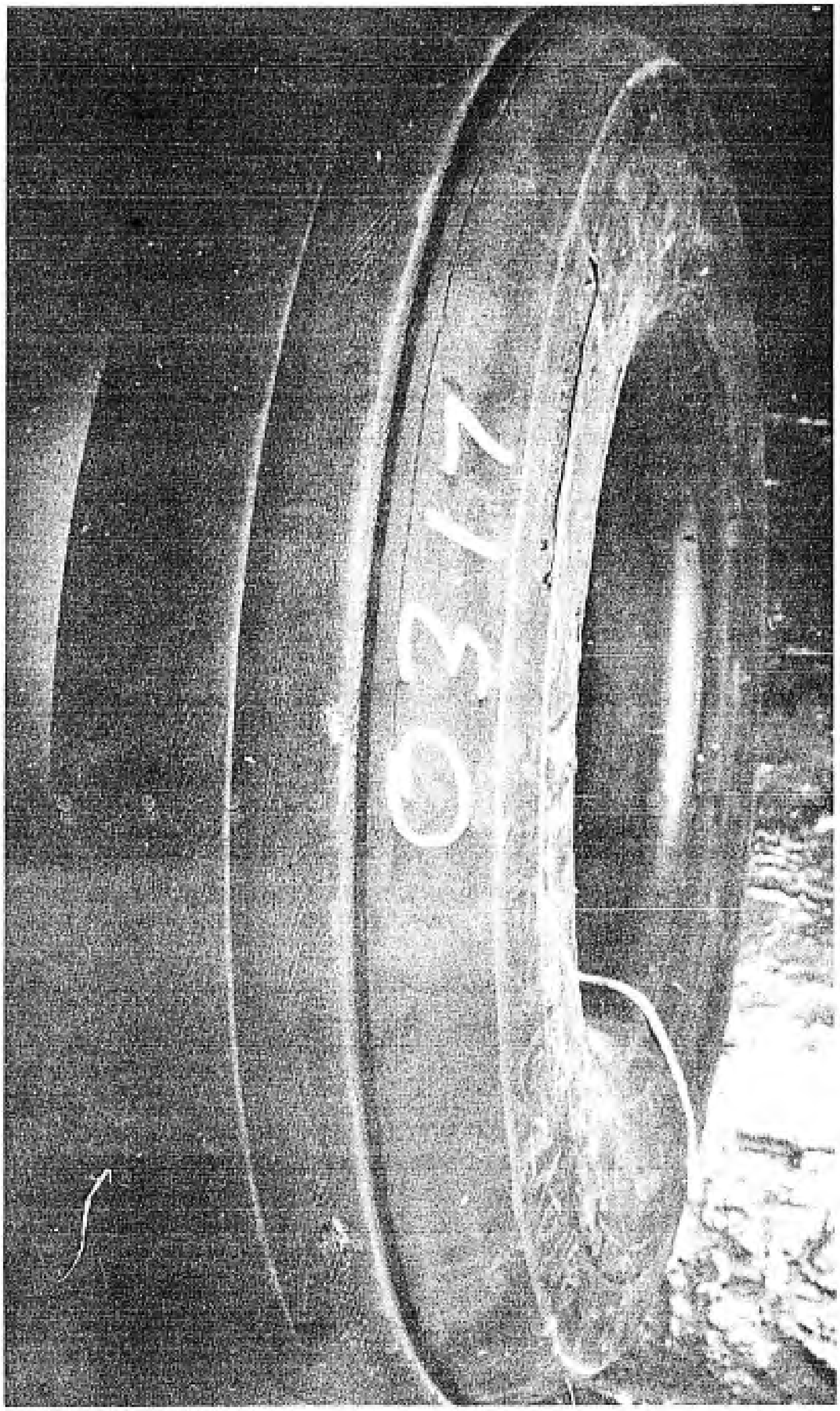


Figure 38 Standard Nosewheel Tire Wear

DRY RUNWAY PERFORMANCE

Seventeen landings were performed on a dry concrete runway using the Standard tire to establish the dry baseline stopping performance of both the Mark II and Mark III antiskid systems. Three dry landings, two with the Mark II system and one with the Mark III, were also performed using the BFG tire to determine what effect the reduced footprint of this tire tread design would have on the dry runway stopping performance. The test day and standard day stopping distances and test conditions are shown in tables 2, 3, and 4. The standard day stopping performance and the braking coefficient of friction developed are shown in figures A1 through A12.

Table 2

MARK II ANTISKID, STANDARD TIRES, DRY CONCRETE RUNWAY

Flt No.	Date (1973)	Test No.	Acft Gross Weight (lb)	Wind (kt)	Ambient Temp (deg C)	Pressure Altitude (ft)	Brake On/Brake Off Ground Speed (kt)	Distance Brakes On (ft)	Energy Absorbed by Brakes (10^6 ft-lb)	Extrapolated Stopping Distance (ft)	Kinetic Energy at Brakes On (10^6 ft-lb)
349	22 Feb	1A	41,850	-2.0	3.0	2,126	136/14	2,883	27.13	2,921	34.13
		1B	39,850	-2.4	5.0	2,120	140/31	2,962	25.33	3,078	34.45
352	8 Mar	6A	43,700	-2.0	8.5	2,411	152/30	3,645	32.34	3,791	44.84
		6B	39,200	-2.6	8.0	2,411	144/26	3,253	26.80	3,368	35.86
353	9 Mar	7A	41,350	-4.3	2.0	2,335	150/49	3,663	26.48	4,138	41.09
		7B	35,700	-5.2	6.0	2,326	141/35	3,400	20.79	3,592	31.49
354	10 Mar	8B	37,550	-11.8	10.0	2,253	148/23	3,257	28.44	3,290	36.49
355	16 Mar	9A	40,200	-1.3	4.2	2,020	145/30	3,389	26.35	3,452	37.63
370	27 Apr	19A	40,800	-4.2	15.8	2,317	141/38	2,761	26.78	2,930	35.73

	Standard Day Conditions				Pct Tire Wear Before Flight/After Flight	
Test No.	Acft Gross Weight (lb)	Brakes On (KTAS)	Stopping Distance (ft)	Kinetic Energy at Brakes On (10^6 ft-lb)	L	R
1A	42,000	136	2,954	34.44	0/-	0/-
1B	40,000	139	3,080	34.38		
6A	43,000	149	3,588	42.36	6/25	6/87
6B	40,000	143	3,404	36.13		
7A	42,000	149	4,163	41.16	0/22	0/27
7B	36,000	138	3,458	30.14		
8B	38,000	137	2,896	31.73	-	-
9A	40,000	146	3,469	37.76	- /34	- /31
19A	40,000	134	2,612	31.70	-	-

Table 3

MARK III ANTISKID, STANDARD TIRES, DRY CONCRETE RUNWAY

Flt No.	Date (1973)	Test No.	Acft Gross Weight (lb)	Wind (kt)	Ambient Temp (deg C)	Pressure Altitude (ft)	Brake On/Brake Off Ground Speed (kt)	Distance Brakes On (ft)	Energy Absorbed by Brakes (10^6 ft-lb)	Extrapolated Stopping Distance (ft)	Kinetic Energy at Brakes On (10^6 ft-lb)
350	24 Feb	2A	42,050	1.4	6.5	2,168	143/41	3,705	26.62	4,133	38.80
		2B	38,200	2.0	8.5	2,157	140/29	2,542	25.17	2,633	33.12
351	3 Mar	4A	43,200	-3.1	3.0	2,108	144/33	2,925	30.46	3,099	39.80
		4B	39,200	-3.3	6.0	2,106	139/22	2,580	26.95	2,638	33.60
357	21 Mar	11A	40,050	-10.4	5.5	2,282	147/31	2,958	29.68	3,113	38.35
360	29 Mar	14A	43,200	-0.1	4.0	2,241	144/34	2,717	30.59	2,866	39.46
361	30 Mar	15A	38,875	-0.3	10.0	2,202	139/33	2,653	24.82	2,824	33.19
		15B	34,450	2.6	10.0	2,200	126/38	2,291	17.11	2,529	24.41

	Standard Day Conditions				Pct Tire Wear Before Flight/After Flight	
Test No.	Acft Gross Weight (lb)	Brakes On (KTAS)	Stopping Distance (ft)	Kinetic Energy at Brakes On (10^6 ft-lb)	L	R
2A	43,000	146	4,314	40.56	0/25	0/25
2B	38,000	142	2,707	34.13		
4A	43,000	143	3,048	39.03	0/25	0/36
4B	40,000	139	2,688	34.12		
11A	40,000	138	2,761	33.64	- /14	- /14
14A	43,000	145	2,907	40.02	0 /16	0 /31
15A	38,000	138	[illegible]	31.71	0/22	0/22
15B	34,000	129	[illegible]	24.90		

Table 4

BFG TIRES, DRY CONCRETE RUNWAY

Flt No.	Date (1973)	Test No.	Acft Gross Weight (lb)	Wind (kt)	Ambient Temp (deg C)	Pressure Altitude (ft)	Brake On/Brake Off Ground Speed (kt)	Distance Brakes On (ft)	Energy Absorbed by Brakes (10^6 ft-lb)	Extrapolated Stopping Distance (ft)	Kinetic Energy at Brakes On (10^6 ft-lb)
399	8 Jun Mark II Antiskid	37A	42,700	2.3	19.8	2,253	147/27	3,504	29.87	3,646	40.63
		37B	38,350	1.0	22.5	2,249	141/26	3,040	24.89	3,158	33.71
410	5 Jul Mark III Antiskid	47A	42,400	-3.2	20.0	2,251	160/36	3,686	34.89	3,888	48.12

	Standard Day Conditions				Pct Tire Wear Before Flight/After Flight	
Test No.	Acft Gross Weight (lb)	Brakes On (KTAS)	Stopping Distance (ft)	Kinetic Energy at Brakes On (10^6 ft-lb)	L	R
37A	43,000	147	3,691	41.22	23/100	14/100
37B	38,000	138	3,015	32.22		
47A	43,000	156	3,731	46.05	0/100	0/100

Throughout this report, in order to make consistent numerical comparisons among the stopping performances of the various antiskid and tire combinations, a kinetic energy at each of three gross weights was chosen, as follows:

Kinetic Energy (10^6 ft-lb)	Aircraft Gross Weight (lb)	Airspeed (KTAS)
37.32	43,000	140
28.43	38,000	130
21.68	34,000	120

Therefore, stopping distance comparisons made for an aircraft gross weight of 38,000 pounds, for example, are made at a kinetic energy of 28.43×10^6 ft-lb which is equivalent to an airspeed of 130 knots.

As shown in the summary plots (figures 39 and 40), with both tires there was a slight improvement in the dry stopping performance using the Mark III antiskid system rather than the Mark II. For the Standard tire, the improvement was approximately 150 feet at 43,000 and 38,000 pounds gross weight, which corresponds to approximately a 5 percent and a 6 percent reduction in stopping distance, respectively. For the BFG tire, the improvement was approximately 200 feet at 43,000 pounds gross weight, which is a 6 percent reduction in stopping distance over the Mark II system. The Mark III/Standard tire combination developed an average braking coefficient of friction of 0.40, whereas the Mark II/Standard tire combination had an average braking coefficient of friction of from 0.34 at 120 knots ground speed to 0.39 at 40 knots ground speed. The average braking coefficient of friction for the BFG tire ranged between 0.33 and 0.35.

In comparing the stopping performance of the two tires at 43,000 pounds gross weight, the BFG tire had a longer stopping distance than the Standard tire by 200 feet for the Mark III system and 300 feet for the Mark II system. These figures represent degradations in stopping performance of 7 and 10 percent, respectively.

Four of the dry landings (Tests 1A, 1B, 2A, and 2B) were made before the antiskid control valve was changed. After evaluating the first wet runway landing with the Mark III antiskid system (test 3A), the Hydro-aire engineers suspected that the valve was giving a brake pressure on the low side of the specification curve. As a result, the valve was removed and replaced by a valve provided by Hydro-aire having the known calibration curve shown in figure A76. Subsequently, Hydro-aire did a calibration on the original valve which showed that it was indeed slightly out of specification range on the low side, as shown in figure A77. Ignoring the inconsistency of test 2A for the moment, this difference in the calibration of the two antiskid control valves apparently had no effect on the dry runway stopping performance with either antiskid system. A typical Mark II antiskid operation on a dry runway is shown for test 19A in figure B1.

The approximately 1,100-foot increased stopping distance for test 2A (figure A2) was attributed to having a new stator placed in each brake stack prior to this test and not having them "burned in". The effect on the operation of the Mark III antiskid system of having new brake parts which are not "burned in" can be seen by comparing the antiskid system parameters of test 2A and 2B as shown in figures B2 and B3. The antiskid operation shown by test 2B is typical of the Mark III performance on a dry runway. The deep skids and attendant full brake pressure releases shown on test 2A were also observed during the "burn-in" of all replacement brake discs. This antiskid action appeared to be typical of having new brake parts in the brake stack which had not been "burned-in." Since test 2A served to "burn-in" the brakes, test 2B exhibited normal antiskid operation. To avoid the effect on the antiskid operation shown on test 2A, a procedure of "burning-in" new brake parts was adopted for use during the test program. This procedure consisted of doing a refused takeoff from approximately 80 to 90 knots at maximum test gross weight and then cooling the brakes before any test landings were made. The affects of not "burning-in" new brakes on the wet runway performance are discussed in the Sommers tire section. As discussed there, not "burning-in" new brake parts caused a substantial degradation in the wet runway stopping performance and may have significantly delayed the wheel spinup time. A procedure should be developed and used to "burn-in" new brake parts whenever they are installed. **(R 8)**

The wear on a Standard tire resulting from the dry runway, maximum braking stops is shown in figures 41 and 42. These tires were used on tests 2A, 2B, and 3A, and the result is typical. For all of the dry runway tests with the Standard tire, regardless of the antiskid system, chunking occurred on the inboard tread of the left main tire and the outboard tread of the right main tire. The chunking, in general, appeared to be more severe with the Mark III antiskid system, which would be expected since the Mark III would make the tire work harder due to the scrubbing caused by trying to maintain a constant slip velocity between the tire and the pavement. No explanation for this peculiar wear pattern was apparent.

Another interesting result of tests 2A and 2B is that, during these two dry tests, the left main tire slipped approximately 1 1/2 inches on the rim of the wheel. The right main tire also slipped but to a lesser extent. As a result, tire pressure was measured and found to be 15 psi less in both tires than that before the two tests. This was the most severe tire slippage noted during the dry tests; however, slippages ranging from 1/16 to 1 inch also occurred on tests 8B, 9A, and 14A.

Four of the Mark III landings (tests 2A, 2B, 4A, and 4B) were performed before the final "tuning" of the Mark III control box. After evaluation of the first three Mark III, wet runway landings following the control valve change (tests 5A, 5B, and 5C), Hydro-aire engineers determined that the compensating network in the control box needed to be adjusted slightly. This adjustment essentially started the re-application of brake pressure earlier in the antiskid cycle to better match the Mark III antiskid system to the F-4 aircraft hydraulic lag. As shown in figure A2, this "tuning" had no appreciable effect on the dry runway stopping performance of the Mark III/Standard tire combination.

On test 6B, which used the Mark II antiskid system, the outboard tread on the right main tire was stripped down to the cord all the way around the tire as shown in figure 43. The left tire (figure 44) showed hardly any chunking. No explanation for this peculiar event could be determined. For this reason, the data from this test was not considered when fairing a curve through the other data.

It had rained the night before tests 7A and 7B were performed. As a result, the runway was still damp with some puddling when the first landing (test 7A) was made. On the second landing (test 7B), the runway still had some damp spots, but had no puddling. This is why the results of these two tests are not consistent with the rest of the data in figure A1.

On test 14A, the pilot released the brakes at approximately 35 knots ground speed; however, the right brake did not release immediately, causing the aircraft to swerve to the right. After the test, it was found that the right tire had been flat-spotted through two plys of cord (figure 45) and there was a 50- to 75-foot skid mark on the runway. Examination of the antiskid parameter data (figure B4) revealed that the deep skid started approximately 3/4 of a second before the pilot commanded brake pressure release.. The antiskid system reacted to it properly by dumping pressure at both brakes. When the pilot-metered pressure was released, the pressure at the brake was released; however, the wheel stayed in the locked-up condition for approximately three seconds after brake pressure release.

Before the tires were changed after this test, a tensiometer and rope were used to measure the amount of force required at the outer radius of the tire to rotate the wheel. The left main wheel required 50 pounds of force to keep the wheel rotating with the brake discs still in the wheel and only 4 pounds after the brake discs had been taken out. However, the right main wheel required 110 pounds of force to start the wheel rotating and 100 pounds of force to keep it rotating with the brake discs in the wheel, and only 10 pounds of force after the brake discs had been removed. Examination of the brake discs showed that the right brake had indeed seized and that a considerable amount of mix (sintered metal) had been transferred from the rotor next to the pressure plate (figures 46 to 48). The mix had been transferred both to the pressure plate on one side and to the stator on the other side. Four stators were also warped out of limits in the right brake and four rotors from both brakes were worn beyond limits. All new brake parts had been installed prior to test 11A, which meant that there was a total of one brake "burn in", one dry runway test, and five wet runway tests, all with the Mark III antiskid, prior to this event on test 14A. The force required to overcome the friction in the wheel was again measured when a dragging wheel was noted during the BFG tire/wet runway tests. The results are discussed in detail, and a recommendation is made, in that section of this report.

On test 15B, there was an extremely deep skid on the right tire immediately after brake application and another extremely deep skid on the left tire later in the test (figure B5). As a result, there was a considerable reduction in pressure at the brake for a large portion of the run. This was the only low aircraft gross weight (34,000 pounds) test landing made on a dry runway with either the Mark III or Mark II antiskid systems during the Rain Tire test program. It is unknown whether the Mark III antiskid action shown on this test was an anomoly or typical of the operation of the Mark III and/or Mark II antiskid systems at low aircraft gross weights. However, this same type Mark III antiskid action occurred at low aircraft gross weight on one of two dry runway test landings made during the USAF evaluation of the F-4F aircraft at the AFFTC (reference 4)[4].

The wear on the BFG tire resulting from the dry runway tests was extreme compared with that exhibited by the Standard tire. The tires used on tests 37A and 37B are shown in figures 49 and 50, and those used on test 47A are shown in figures 51 and 52. It should be noted that the same peculiar wear pattern pointed out on the Standard tires was present on the BFG tires, that is, there appeared to be more wear on both the outboard treads of the right main tire and on the inboard treads of the left main tire.

The tires used on test 47A with the Mark III antiskid system were unused before the test. After only one maximum braking dry runway landing, most of the tread was gone, rendering the tires useless for further tests. However, prior to tests 37A and 37B with the Mark II antiskid system, the tires already had 23 and 14 percent wear and showed about the same wear after two maximum braking, dry runway stops as that shown on test 47A. This is not surprising since the Mark III system works the tire harder as previously mentioned. The action of the Mark II and Mark III antiskids with the BFG tire are shown in figures B6 and B7, respectively.

The left tire in figure 50 was flat-spotted during a 90-degree turn off of the main runway after testing was completed rather than during the test. The aircraft was at minimum gross weight (less than 34,000 pounds) at the time because, afte test 37B, the aircraft took off again to cool the brakes and made a free-roll landing at 34,000 pounds. The turn off the runway was made with the antiskid system turned off, at a normal slow speed (less than 20 knots) using a slight amount of even braking on a completely dry runway. When the turn was established, the aircraft entered a slight skid that was terminated by releasing brake pressure, centering the nosewheel steering, and reapplying brakes until the aircraft was stopped. The turn was then resumed without further difficulty. It can be seen from the wear pattern that the shoulder portion of the tread becomes "fluted". These fluted pieces of rubber may have broken off of the inside shoulder of the tire and gotten under the tire in the turn, thus causing the skid. Because of this incident and the extreme wear shown by these tires, further wear tests should be conducted if the BFG tire is considered for use in the field. **(R 12)**

[4] Anderson III, Leslie B., Captain USAF, German F-4F Evaluation, AFFTC Technical Letter Report, Air Force Flight Test Center, Edwards AFB, California, September 1973. CONFIDENTIAL

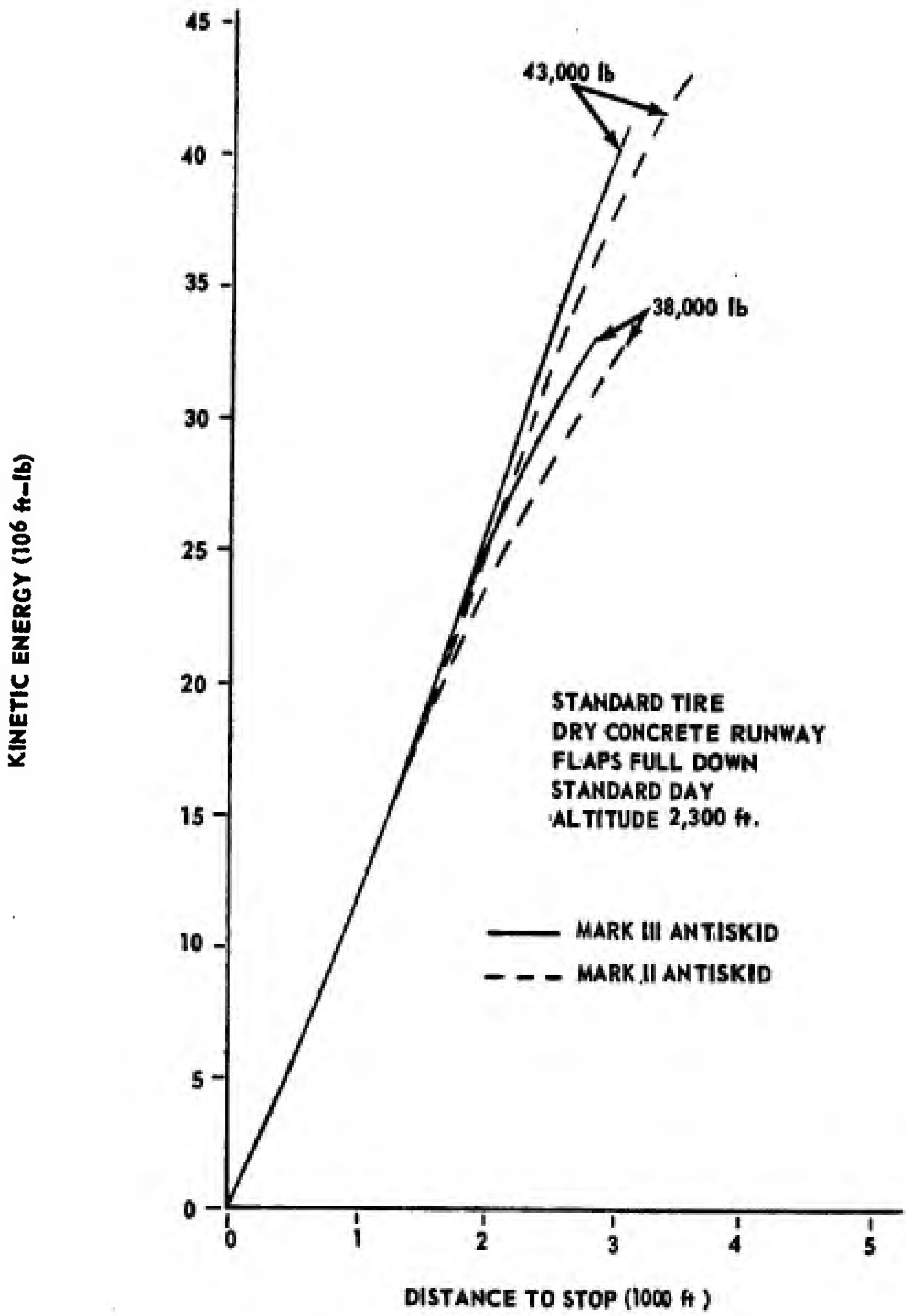


Figure 39 Standard Tire Performance

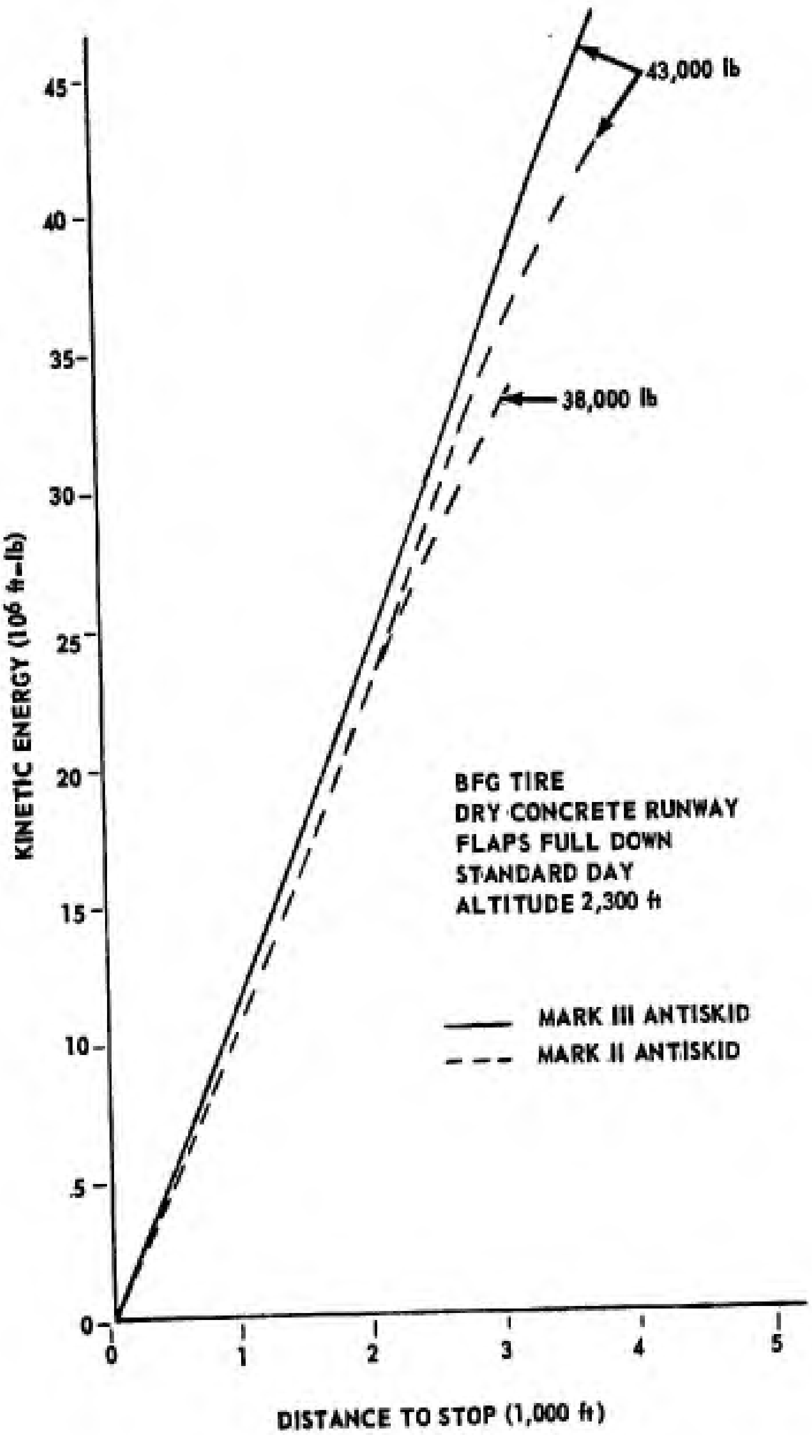


Figure 40 BFG Tire Performance

Figure 41 Right Standard Tire (After Tests 2A, B & 3A)

Figure 42 Left Standard Tire (After Tests 2A, B & 3A)

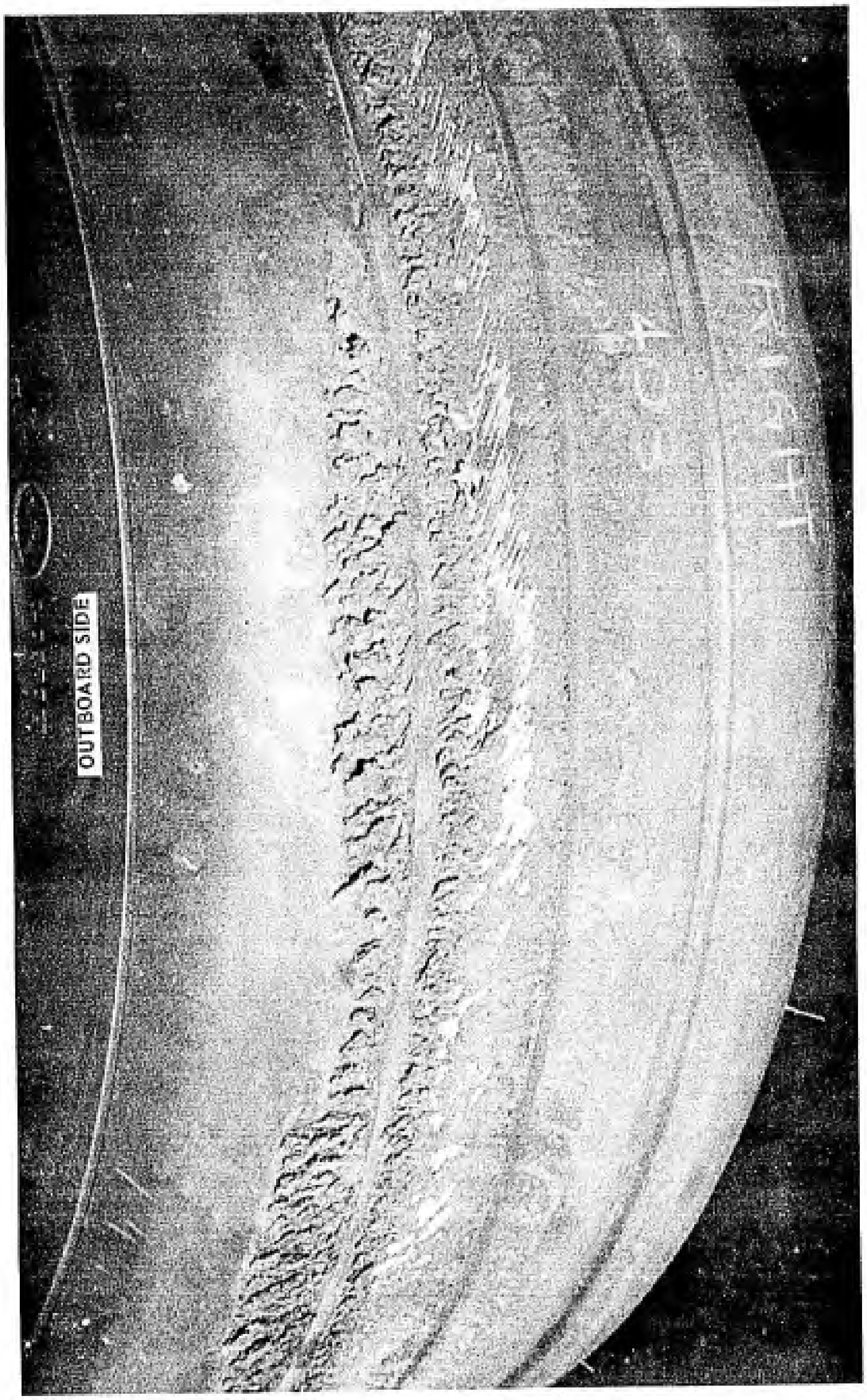


Figure 43 Right Standard Tire (After Tests 6A, B)

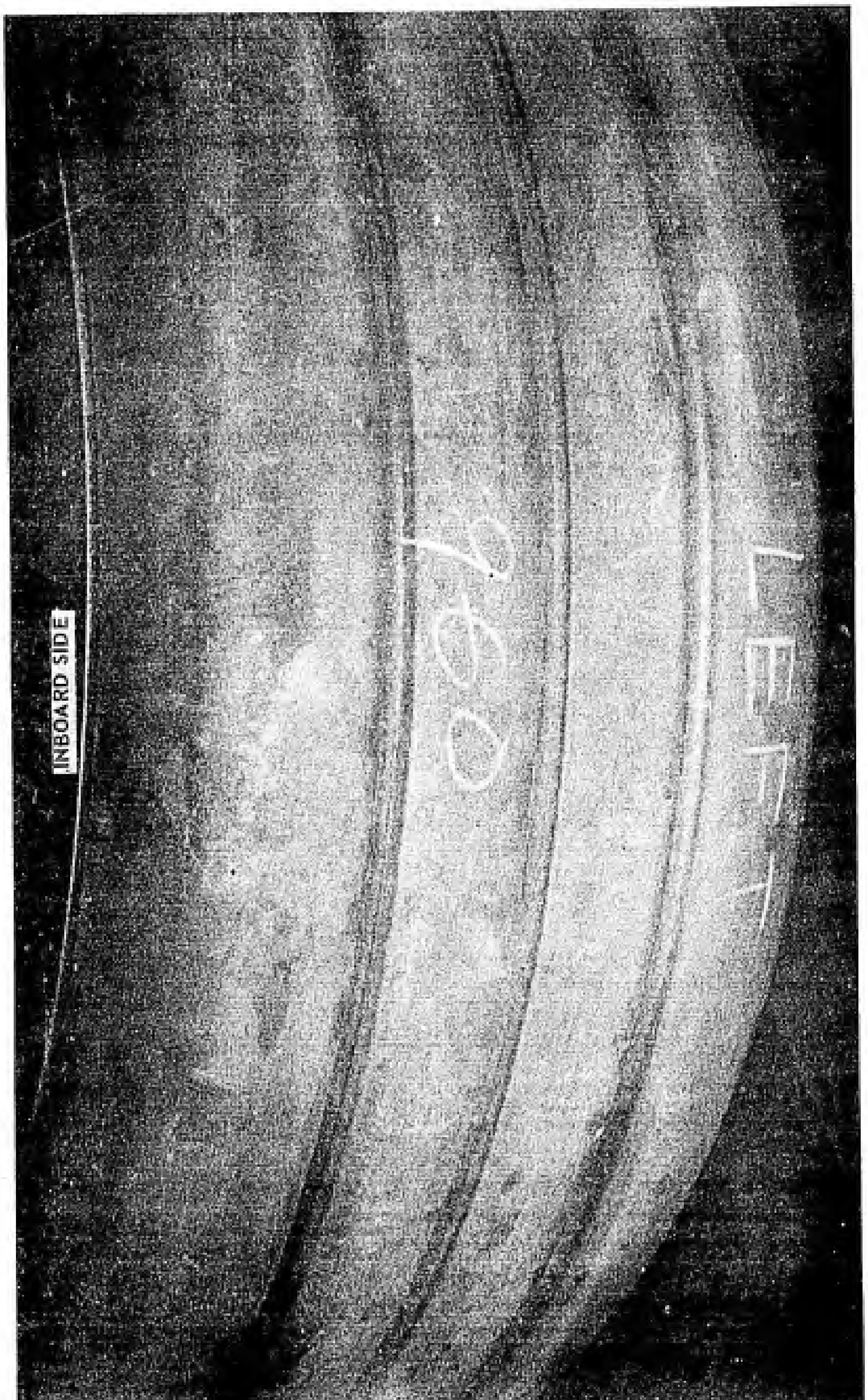


Figure 44 Left Standard Tire (After Tests 6A, B)

Figure 45 Right Standard Tire (After Test 14A)

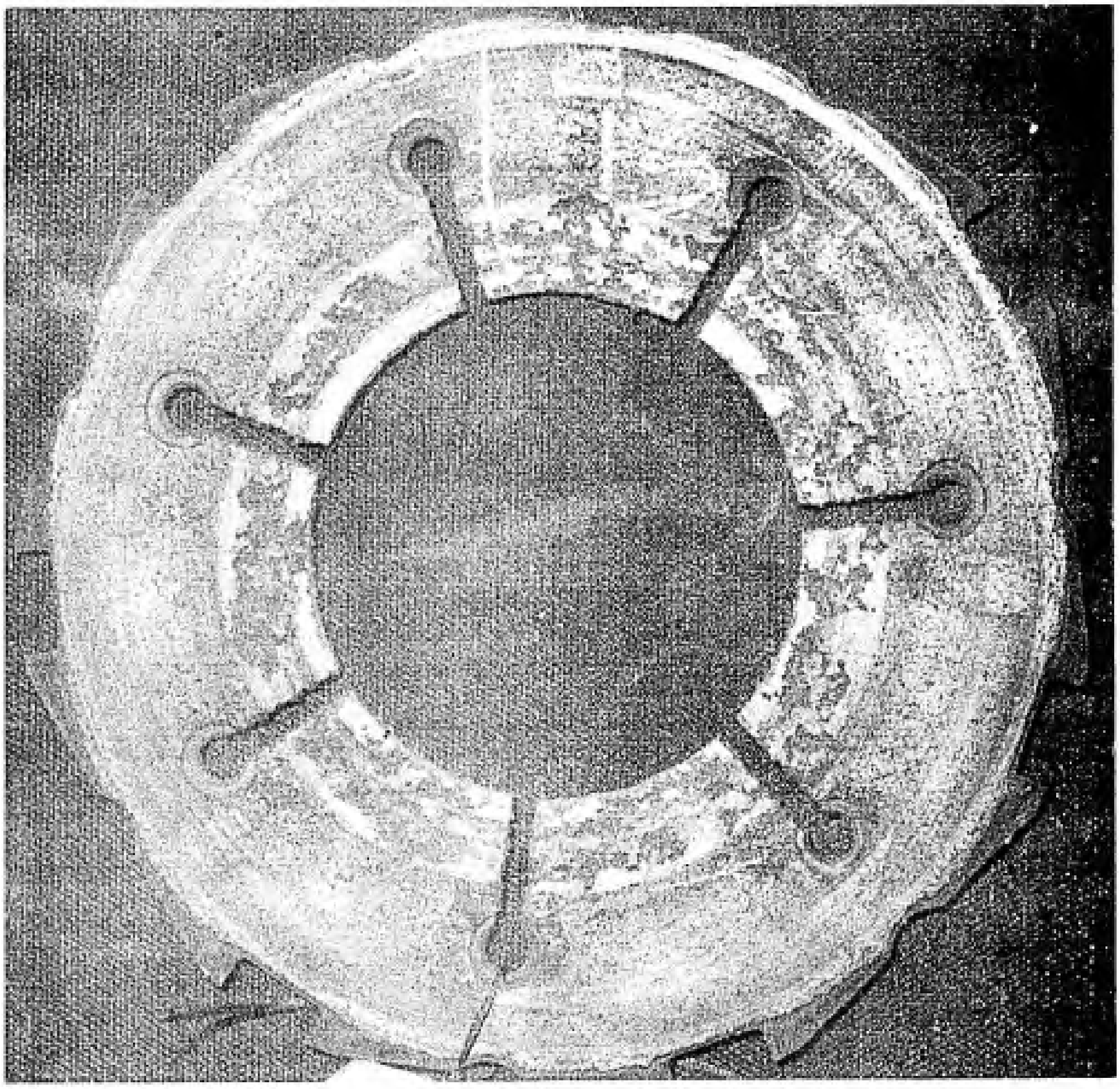


Figure 46 Brake Rotor

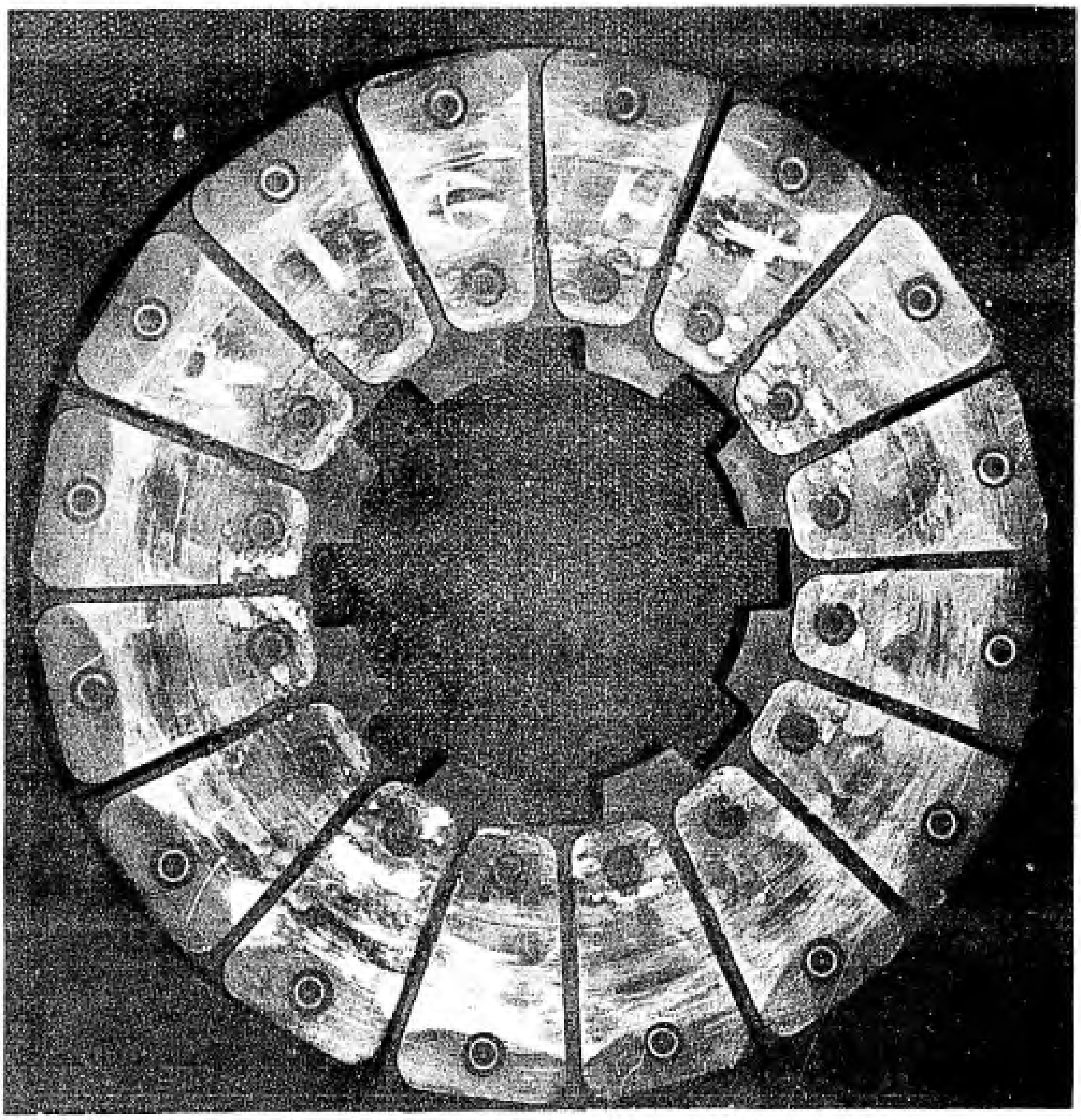


Figure 41 Brake Pressure Plate

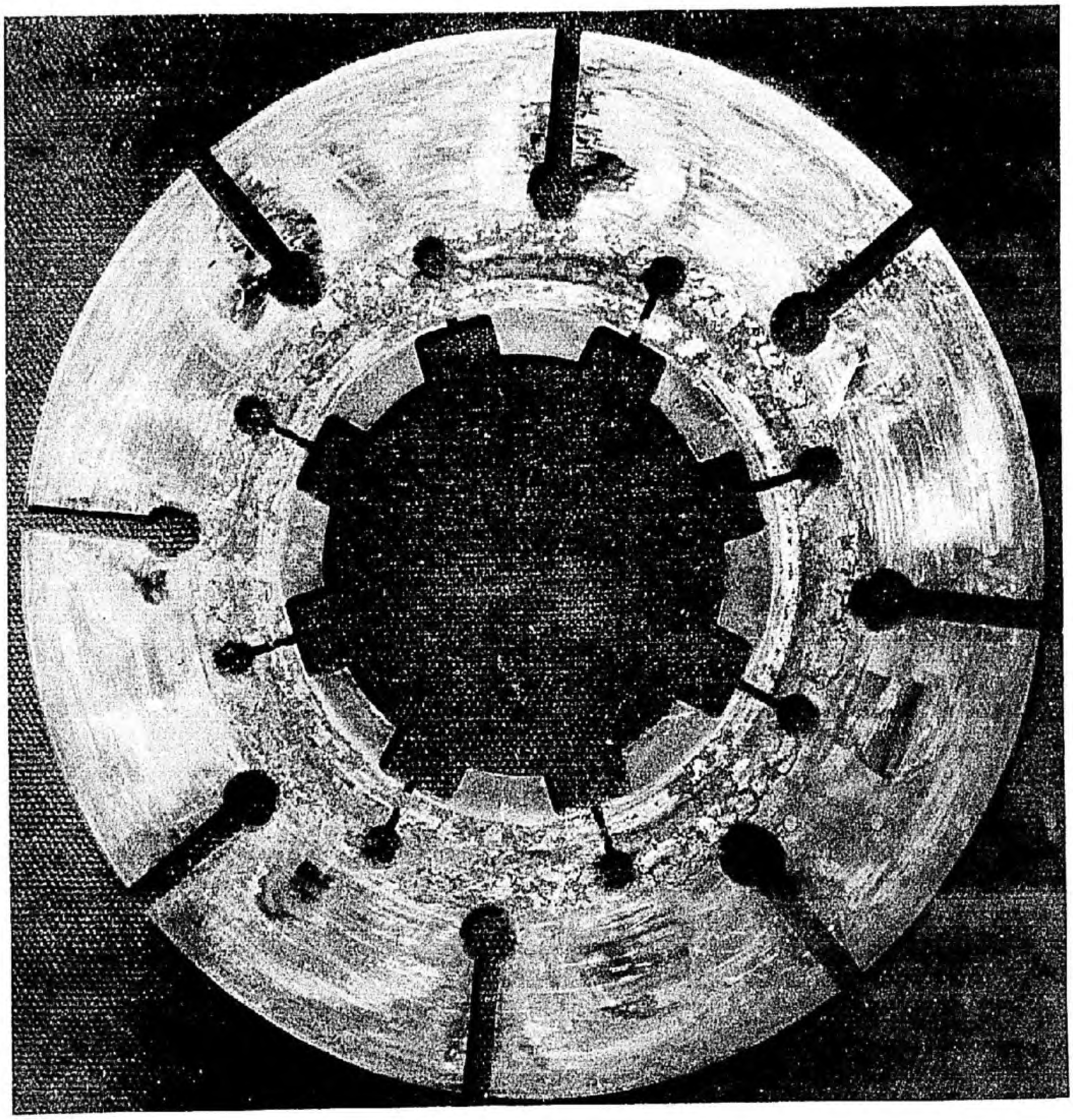


Figure 48 Brake Stator

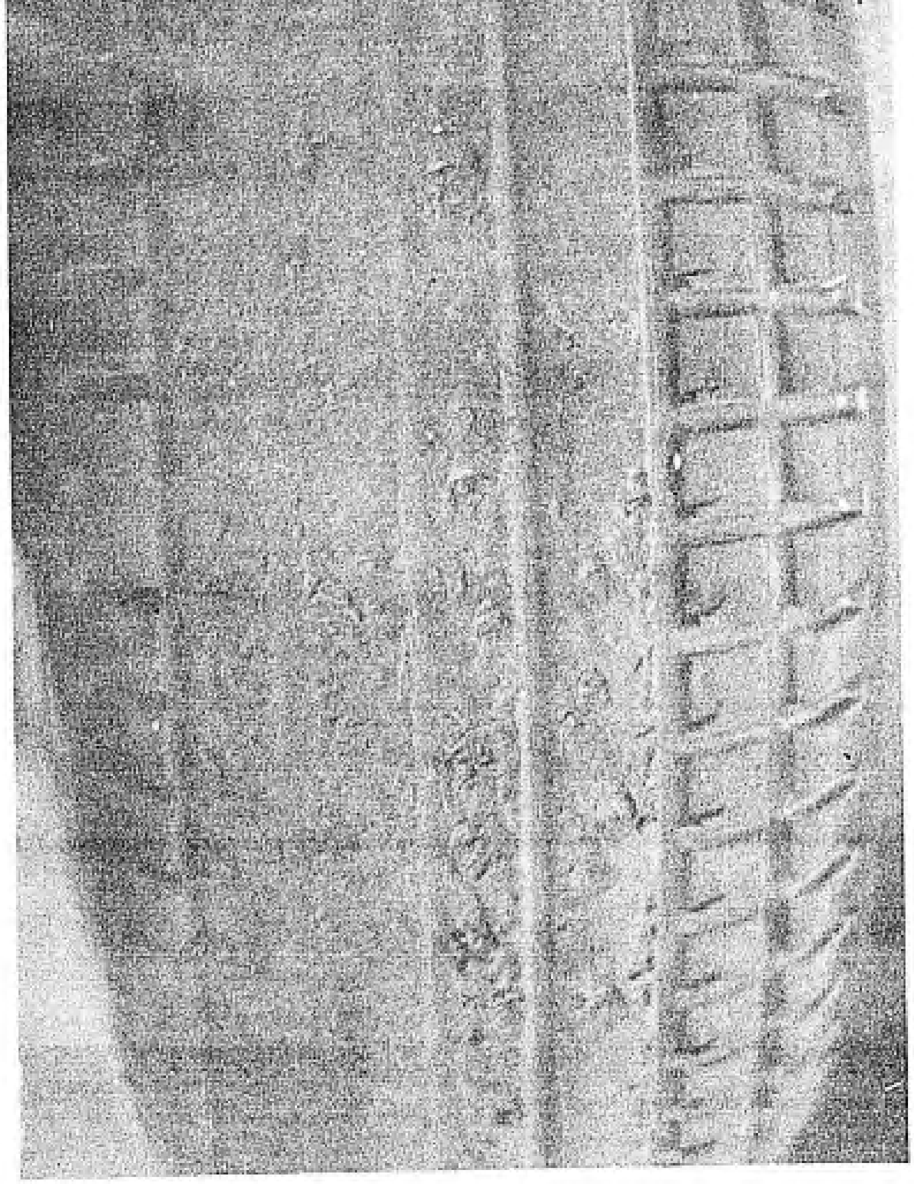


Figure 49 Right BFG Tire (After Tests 37A, B)

Figure 50 Left BFG Tire After Tests 37A, B)

Figure 51 Right BFG Tire (After Test 47A)

Figure 52 Left BFG Tire (After Test 47A)

WET RUNWAY PERFORMANCE

STANDARD TIRE

A total of 21 test landings was performed on a wet runway using the Mark II antiskid system with the Standard tire. The test day conditions and stopping distances for these tests are shown in table 5. Six of these landings were done to establish a baseline stopping performance against which the performance of the other tires was compared. Six landings were done to investigate the effects of tire wear on stopping performance. A total of nine landings were made, touching down in the wet test section, to evaluate the effects of aircraft sink rate on wheel spinup. Since brakes were applied on these nine tests as soon as possible after wheel spinup, the stopping performance can be compared with the baseline performance. The standard day stopping performance and braking coefficient of friction for these Mark II antiskid/Standard tire combination tests are presented in figures A13 to A24.

Table 5

MARK II ANTISKID, STANDARD TIRES, WET CONCRETE RUNWAY

Flt No.	Date (1973)	Test No.	Acft Gross Weight (lb)	Wind (kt)	Ambient Temp (deg C)	Pressure Altitude (ft)	Brake On/Brake Off Ground Speed (kt)	Distance Brake On (ft)	Energy Absorbed by Brakes (10^6 ft-lb)	Extrapolated Stopping Distance (ft)	Kinetic Energy at Brakes On (10^6 ft-lb)
356	17 Mar	10A	40,350	-6.3	12.0	2,297	157/70	7,802	11.69	10,008	44.32
377	10 May	24A	42,936	-1.4	13.9	2,253	149/--	Wheel Spindown		--	42.32
		24B	37,786	-1.4	17.5	2,254	141/25	7,388	15.48	7,557	33.22
		24C	33,636	-2.9	20.8	2,257	132/26	6,222	13.05	6,380	25.84
379	11 May	25A	40,086	-2.2	15.5	2,288	148/63	7,210	10.98	8,408	38.78
		25B	36,086	2.4	18.8	2,282	132/24	6,161	13.45	6,308	28.01
411	6 Jul	48A	43,025	-4.1	21.5	2,370	162/120	4,977	0.95	11,622	49.84
		48B	38,300	-6.5	23.0	2,363	156/112	4,843	1.77	10,466	41.05
		48C	34,550	-8.5	25.5	2,360	147/98	5,306	2.88	9,325	33.18
412	9 Jul	49A	43,200	0.0	15.0	2,202	143/93	5,306	4.23	8,973	39.02
		49B	38,700	0.0	19.5	2,197	135/76	5,516	6.08	7,745	31.40
		49C	34,900	-0.9	20.2	2,193	139/72	5,972	5.84	7,819	29.80
413	10 Jul	50A	43,500	-2.0	21.0	2,276	154/104	5,674	2.84	10,691	45.52
		50B	38,700	-3.6	23.2	2,272	141/83	6,250	4.19	9,016	34.10
		50C	34,700	-4.4	26.5	2,272	140/80	6,133	3.80	8,563	30.19
415	11 Jul	51A	43,200	-6.1	19.0	2,304	160/95	7,441	4.73	11,635	49.02
		51B	38,350	-0.4	23.0	2,302	147/68	7,648	6.73	9,570	36.93
		51C	34,475	-5.0	25.8	2,301	143/57	7,833	8.18	9,083	31.30
434	14 Sep	67A	43,200	-5.6	14.4	2,228	157/--	--	7.13	10,768	47.44
		67B	38,600	-5.9	16.1	2,227	143/55	7,629	11.35	8,738	34.75
		67C	34,500	-7.5	15.0	2,226	137/39	7,339	11.37	7,872	28.55

Test No.	Standard Day Conditions: Acft Gross Weight (lb)	Brakes On (KTAS)	Stopping Distance (ft)	Kinetic Energy at Brakes On (10^6 ft-lb)	Pct Tire Wear Before Flight/After Flight L	R	Water Depth Before/After Landing (in.)	Touchdown Ground Speed (kt)	Sink Rate[1] (fps)	Spinup Time (sec) L	R
10A	40,000	150	9,072	39.92	-	-	0.04/0.04				
24A	--	--	--	--	14/25	14/27	0.09/0.02				
24B	38,000	138	7,331	32.18			0.03/0.03				
24C	34,000	127	6,045	24.41			0.04/0.03				
25A	40,000	144	7,999	36.82	25/34	27/30	0.02/0.02				
25B	36,000	133	6,303	28.07			0.05/0.05				
48A	43,000	154	10,627	45.41	25/31	25/25	0.05/0.02	172	7.0/4.6	4.80	3.80
48B	38,000	145	9,091	35.43			0.09/0.03	164	9.0/4.6	3.75	1.95
48C	34,000	134	7,662	27.02			0.08/0.01	157	7.5/4.8	3.85	2.35
49A	43,000	142	8,777	38.16	31/31	25/31	0.06/0.02	158	3.5/2.6	--	3.20
49B	38,000	132	7,260	29.44			0.09/0.02	150	5.0/1.7	--	2.80
49C	34,000	134	7,110	27.07			0.04/0.02	148	5.0/3.4	--	1.95
50A	43,000	148	9,837	41.80	31/-	31/-	0.07/0.02	162	2.6	--	2.20
50B	38,000	133	7,934	29.89			0.10/0.04	154	1.0	--	3.25
50C	34,000	131	7,338	25.75			0.09/0.02	153	1.3	--	3.90
51A	43,000	151	10,413	43.62	45/56	48/55	0.05/0.04				
51B	38,000	143	8,950	34.52			0.04/0.05				
51C	34,000	136	7,849	27.77			0.06/0.04				
67A	43,000	151	9,857	43.19	59/72	64/68	0.09/0.03				
67B	38,000	135	7,700	30.43			0.06/0.03				
67C	34,000	127	6,792	24.43			0.09/0.02				

[1]The first entry is the sink rate established on final approach; the second entry is the sink rate at touchdown. Single entries are touchdown sink rates.

Test 10A was the first on a wet test section using the Mark II antiskid and is of particular interest. Braking was initiated at 157 knots groundspeed. From the antiskid parameters in figure B8, one can see that the left wheel started to spin down immediately after brake application and had spun down to zero speed in approximately five seconds. The wheel remained in this locked-up condition for the entire braking run, approximately 7,800 feet. The wheel did not spin back up to aircraft speed after the brake pressure was released until it hit the dry pavement at the end of the wet section. The aircraft exited the test section at approximately 70 knots. Since there had been no plan to display wheelspeed in the aircraft during this test program, the aircraft crew and test team were not aware that one of the wheels had locked up until the crew chief inspected the tires after the braking test. The pilot indicated after the test that the aircraft directional control had not been degraded due to the one locked wheel and that the crew was unaware from aircraft response that the wheel was locked. The flat-spotted condition of the left tire after this test is shown in figure 53.

Figure 53 Left Standard Tire (After Test 10A)

The important fact to note is that the wheel lock-up did not occur due to a malfunction of the Mark II antiskid system. The control logic of the Mark II system compared the wheel deceleration to a fixed reference of 16 radians per second^2. The system released the brake pressure when the wheel decelerated faster than this reference speed and then reapplied it when the deceleration again became less than the reference deceleration. There was a slight lag between when brake pressure was commanded and when it was applied due to the large hydraulic volume displacements required in the low brake pressure ranges of the initial braking. After the initial deep skid at brake application, the left wheel did not recover as quickly as the right wheel did. Brake pressure was reapplied before the left wheel had fully recovered to the aircraft speed. This resulted in another skid on the left wheel, and again the wheel did not recover very fast. As a result, the control logic reapplied the brake pressure before the left wheel had recovered to the speed it had before the second skid. This process continued until the wheel finally locked up, at which time, due to the paired wheel logic, the right wheel became the controlling wheel for the antiskid system. The so-called "locked wheel" detection circuitry of the Mark II system would not protect the aircraft against this kind of gradual wheel spindown. All it was designed to do was to command a full brake pressure release whenever the wheel deceleration was greater than 120 radians per second^2. Since "locked wheel" detection circuitry is a misnomer, a new name should be given to the circuit, and all references to it in T.O. 1F-4E-2-5 should be changed to reflect the new designation. In addition, on page 2-28 of the Flight Manual (reference 2), the sentence in the paragraph on Wet or Icy Runway Landing which states, "The antiskid system protects against a locked wheel and can effectively and safely produce the maximum deceleration possible for the existing runway conditions.", should be changed to the following: "Use of the antiskid system can produce the maximum deceleration possible for the existing runway conditions." **(R 3)**, **(R 2)**)

Because the locked wheel condition occurred on this test, it was decided that further testing of the Mark II antiskid system on a wet runway could be unsafe unless both of the wheel speeds were displayed in the aircraft. Therefore, two ammeters were installed in the rear cockpit, as shown in figure 29, and utilized as wheel speed indicators. The signal displayed was the same one that was picked off the J2 connector of the antiskid control box and recorded on magnetic tape. Since the gauges were ammeters and only an approximate indication was required, lines denoting 0 and 100 knots speed were marked on the face of each gauge with a grease pencil. Because of the difference in magnitude of the signal for the two antiskid systems, a toggle switch was used to change the range on the meters when the antiskid system was changed. As an example of the value of having wheel speed indicators in the rear cockpit, on the very next test with the Mark II system on a wet runway (test 24A), another spindown occurred. Braking was initiated at 149 knots groundspeed, however, this time a locked wheel was prevented by release of the brake pressure when it was determined from the wheel speed gauges that the wheel was spinning down. This event is shown graphically in figure B9. This system proved to be so extremely valuable, both in preventing an undetected locked wheel and for day-to-day "quick-look" evaluations, that its use, where practical, is recommended on future braking tests. **(R 4)**

On one of the worn tire tests (51B), the left wheel again spun down to zero wheel speed when the brakes were applied at 147 knots groundspeed (figure B10). Brake pressure was released when the wheel reached zero speed. However, this time, after the wheel had spun back up to aircraft speed (about 1-1/2 seconds), brakes were reapplied by the pilot. Partial wheel spindowns at brake application occurred on all five remaining worn tire braking tests. The brakes were applied at groundspeeds which varied from 137 to 160 knots. The brake pressure was not released by the pilot during these tests and the wheel eventually recovered to aircraft speed as shown in figures B11 to B15. For the sink rate tests, partial wheel spindown occurred after brake application on two landings, tests 48A and 48B (figures B16 and B17). The brake application groundspeeds were 162 and 156 knots, respectively.

Because this spindown phenomenon occurs even with a correctly functioning Mark II antiskid, the following should be added to the Flight Manual under the CAUTION at the end of the Wet or Icy Runway Landing paragraph: **(R 1)**

> Avoid using brakes above 130 knots on a wet or icy runway. When friction levels are low it is possible, even with a correctly functioning antiskid, for one or both wheels to partially spin down or lock up when brakes are applied at high speeds.

The sink rate tests were done to determine the effect on wheel spinup time of touching down in the wet test section at sink rates of 7 to 9, 3 to 5, and 1 to 3 feet per second. The vertical velocity gauge described earlier was used by the pilot to establish on final approach the desired sink rate for the 7 to 9 and 3 to 5 feet per second tests. For the 1 to 3 feet per second sink rates, the pilot attempted to "grease" the aircraft onto the runway. Because of the cushioning due to the ground effect, touchdowns of 7 to 9 feet per second were not obtained, even though these sink rates were established on final approach and an attempt was made by the pilot to hold this rate through the ground effect by pushing the aircraft nose down.

In the results shown in table 5, the first number in the sink rate column represents the approximate sink rate established on final approach and the second number was the touchdown sink rate. Both of these numbers were obtained from the phototheodolite data. On six of these tests, the left wheel speed was not recorded due to an instrumentation malfunction. However, it was determined from the wheel speed gauges in the rear cockpit that the spinup time for the left wheel was of the same order of magnitude as that for the right wheel. Brakes were applied after wheel spinup on all of these tests. Examples of the spinup are shown in figures B16 and B17. Comparison of the stopping performance from the sink rate tests with the baseline performance (figures A13, A15, and A17) shows a considerable difference. The differences may be attributable, in part, to the higher brakes-on speeds and resultant antiskid action, to the fact that the engines may not have had a chance to spin down to idle before brake application, and to tire wear.

Thirty-two landings were performed on a wet runway using the Mark III antiskid system and the Standard tire. The test day conditions and stopping distances for these tests are shown in tables 6 and 7. A total of nine landings was done to establish baseline stopping performance for the Mark III/Standard tire combination and, as described earlier, to tune the Mark III antiskid system to the F-4 aircraft. Eleven landings were done to investigate the effects of sink rate, as with the Mark II system. Three landings each were done to look at tire wear effects and the effect of wetting the test section with only water instead of the foam/water mixture. In addition, a total of six landings were done to look at the effect of changing the landing flap configuration: three with no flaps, and three with half flaps. The standard day stopping performance and braking coefficient of friction for all of these tests are presented in figures A25 through A37.

As a result of test 3A, as mentioned in an earlier section, the antiskid control valve was changed because it was suspected that it was out of tolerance. Unlike during the dry tests, however, the valve change apparently had an effect on the wet runway stopping performance. From figure A26, comparing the stopping distance at a kinetic energy which corresponds to 130 knots true airspeed shows that changing the valve produced a 1,150-foot shorter stopping distance or 18 percent improvement. Antiskid control valves with calibrations on the extremes of the tolerance band apparently produced this significant difference in wet runway stopping performance. Further tests should be accomplished to better define the affects that antiskid control valves with calibrations on the extremes of the tolerance band have on wet runway performance. **(R 7)**

Also, as mentioned earlier, tests 5A, B, and C were performed before the Mark III antiskid system was "tuned". Again, as with the dry stopping performance, there was no noticeable effect on the overall stopping performance from the adjustments made to the control circuits (figure A25, A27, and A29). Typical operation of the Mark III antiskid with the Standard tire is shown in figure B18.

The sink rate tests done with the Mark III antiskid were done in the same manner and with the same limitations as previously described. On four of these tests (41A, 42A, 42B, and 43B), however, brakes were applied by the pilot before both wheels had fully spun up. From figures B19 through B22, one sees that the Mark III system performed well in these cases and allowed the wheel to eventually spin up to aircraft speed and did not spin any of them down. The on-again/off-again pilot-metered brake pressure at the beginning of test 42A (figure B20) occurred because the aircraft began to lift back off the ground as the pilot came back with the stick at brake application. The pilot pushed forward on the stick and released brake pressure; when the aircraft was firmly on the ground again he reapplied brakes and slowly brought the stick back to a full aft position.

Table 6

MARK III ANTISKID, STANDARD TIRES, WET CONCRETE RUNWAY

Flt No.	Date (1973)	Test No.	Acft Gross Weight (lb)	Wind (kt)	Ambient Temp (deg C)	Pressure Altitude (ft)	Brake On/Brake Off Ground Speed (kt)	Distance Brake On (ft)	Energy Absorbed by Brakes (10^6 ft-lb)	Extrapolated Stopping Distance (ft)	Kinetic Energy at Brakes On (10^6 ft-lb)
350	24 Feb	3A	39,200	-12.2	9.0	2,140	144/30	7,490	19.30	7,770	35.99
351	3 Mar	5A	42,500	-3.1	11.5	2,105	145/30	7,382	19.08	7,588	39.61
		5B	38,050	-1.4	15.3	2,117	128/21	5,564	15.97	5,654	27.72
		5C	34,550	1.6	17.0	2,133	119/27	4,600	12.29	4,819	21.87
358	23 Mar	12A	40,350	-6.5	3.7	2,263	151/25	7,429	20.18	7,509	41.15
		12B	36,050	-5.7	6.0	2,253	137/19	6,129	16.35	6,202	30.17
359	24 Mar	13A	42,200	-1.5	4.0	2,119	142/31	6,952	18.13	7,200	38.23
		13B	37,875	-3.0	7.0	2,112	139/25	6,487	16.13	6,655	32.80
		13C	34,400	-1.8	9.0	2,108	128/28	5,212	13.21	5,391	25.06
404	23 Jun	41A	42,350	0.0	15.9	2,272	151/85	6,498	6.37	8,863	42.61
		41B	37,700	0.0	20.0	2,273	140/66	5,925	9.22	7,194	32.82
405	25 Jun	42A	43,200	-3.0	16.5	2,253	159/104	5,990	4.02	9,887	48.17
		42B	38,850	-3.6	20.0	2,248	161/96	6,318	4.63	9,517	44.46
		42C	34,550	-3.1	22.2	2,243	144/62	6,453	8.89	7,551	31.58
406	27 Jun	43A	43,000	-4.0	22.0	2,302	162/108	6,109	2.67	10,671	50.02
		43B	38,375	-7.6	25.0	2,302	160/94	7,218	4.70	10,379	43.36
		43C	34,700	-6.0	29.0	2,302	142/70	6,410	7.97	7,819	31.15
407	28 Jun	44A	43,200	-4.1	22.5	2,356	151/96	5,903	6.10	9,114	43.91
		44B	38,200	-4.2	25.0	2,357	148/84	6,119	5.99	8,463	37.16
		44C	34,550	-4.6	27.6	2,360	139/63	6,219	7.75	7,345	29.62
416	12 Jul	52A	43,200	-4.[illegible]	19.8	2,334	160/97	6,759	6.14	10,093	49.16
		52B	38,350	-4.2	21.4	2,332	145/42	7,749	14.03	8,267	35.50
		52C	34,550	-5.6	22.5	2,331	140/25	7,126	13.32	7,297	30.04
432	5 Sep	65A	42,500	0.0	10.6	2,278	147/19	7,276	20.93	7,356	40.95
		65B	38,500	0.0	12.4	2,277	142/25	6,324	17.59	6,441	34.39
		65C	34,500	0.0	14.3	2,277	132/20	5,676	14.32	5,748	26.83

	Standard Day Conditions				Pct Tire Wear						
Test No.	Acft Gross Weight (lb)	Brakes On (KTAS)	Stopping Distance (ft)	Kinetic Energy at Brakes On (10^6 ft-lb)	Before Flight/After Flight L	Before Flight/After Flight R	Water Depth Before/After Landing (in.)	Touchdown Ground Speed (kt)	Sink Rate[1] (fps)	Spinup Time (sec) L	Spinup Time (sec) R
3A	40,000	134	6,93[illegible]	31.71	25	25	0.03/0.04				
5A	43,000	143	7,482	38.93	25/31	36/48	0.03/0.03				
5B	38,000	126	5,467	26.76			0.04/0.05				
5C	34,000	119	4,699	21.37			0.05/0.05				
12A	40,000	147	6,979	38.00	14/30	0/9	0.02/0.01				
12B	36,000	133	5,817	28.12			0.04/0.02				
13A	43,000	145	7,545	40.00	30/-	9/-	0.04/0.01				
13B	38,000	138	6,558	32.22			0.07/0.03				
13C	34,000	127	5,191	24.08			0.03/0.01				
41A	43,000	151	8,969	43.12	0/9	0/6	0.09/0.01	156	8.0/1.4	-	3.55
41B	38,000	139	7,074	32.28			0.07/0.03	145	9.0/2.3	2.60	1.45
42A	43,000	154	9,275	45.06	9/12	6/12	0.09/0.05	169	4.5/2.9	-	-
42B	38,000	153	8,458	39.37			0.09/0.02	165	6.0/3.6	-	2.40
42C	34,000	137	6,753	28.15			0.09/0.01	149	5.5/3.0	2.90	1.45
43A	43,000	155	9,785	45.70	12/12	12/12	0.10/0.05	172	4.0/2.3	5.85	4.05
43B	38,000	148	8,844	36.68			0.09/0.04	160	4.5/1.1	7.20	2.00
43C	34,000	131	6,506	27.75			0.09/0.02	150	4.5/1.5	3.40	2.50
44A	43,000	144	8,211	39.40	12/19	12/19	0.09/0.01	168	1.4	6.00	5.95
44B	38,000	140	7,534	32.94			0.09/0.02	160	3.1	4.70	3.70
44C	34,000	129	6,285	25.22			0.09/0.0[illegible]	151	2.0	4.25	4.10
52A	43,000	153	9,336	44.30	56/62	56/62	0.03/0.01				
52B	38,000	137	7,388	31.58			0.04/0.02				
52C	34,000	132	6,421	26.31			0.05/0.03				
65A	43,000	148	7,526	41.90	0/6	0/6	0.03/0.01				
65B	38,000	141	6,232	33.28			0.04/0.02				
65C	34,000	131	5,508	25.72			0.08/0.02				

[1]The first entry is the sink rate established on final approach; the second entry is the sink rate at touchdown. Single entries are touchdown sink rates.

Table 7

MARK III ANTISKID, STANDARD TIRES, WET CONCRETE RUNWAY

Flt No.	Date (1973)	Test No.	Acft Gross Weight (lb)	Wind (kt)	Ambient Temp (deg C)	Pressure Altitude (ft)	Brake On/Brake Off Ground Speed (kt)	Distance Brake On (ft)	Energy Absorbed by Brakes (10^6 ft-lb)	Kinetic Energy at Brakes On (10^6 ft-lb)
408	2 Jul	45A	43,200	0.0	18.0	2,315	170/142	5,641	4.81	55.30
	No Flaps	45B	38,550	-0.4	20.5	2,312	161/129	5,759	5.02	44.30
		45C	34,700	-3.9	22.0	2,305	156/118	5,725	6.69	37.34
409	3 Jul	46A	43,200	-3.0	17.8	2,240	158/115	5,896	13.04	48.08
	Half Flaps	46B	38,375	-0.4	19.4	2,230	155/114	5,828	9.77	41.11
		46C	34,700	-0.4	22.5	2,238	145/88	6,090	13.26	32.30

Test No.	Pct Tire Wear Before Flight/After Flight L	R	Water Depth Before/After Landing (in.)	Touchdown Ground Speed (kt)	Sink Rate[1] (fps)	Spinup Time (sec) L	R
45A	19	19	0.09/0.06	177	-	-	4.35
45B			0.06/0.02	172	1.7	5.35	5.00
45C	25	22	0.06/0.01	168	1.4	5.00	4.15
46A	25	22	0.09/0.03	169	2.4	4.55	2.40
46B			0.06/0.03	165	2.6	5.50	1.85
46C	25	25	0.06/0.04	155	2.2	5.05	2.95

[1]These are touchdown sink rates.

Another point of interest was the unintentional application of a small amount of pilot-metered brake pressure on both brakes prior to brake application during the touchdown on test 42B (figure B21). The pilot was carrying a slight amount of left rudder at touchdown on this landing. The technique he used was to operate the rudder using the balls of the feet and sliding the heels on the floor of the cockpit. At touchdown, the pilot moved his feet up to where his heels were on the rudder bar and his feet were ready for brake application. The position of the pilot's feet at the time of this small pressure input is unknown since it occurred in the region of transition from one position to the other. This small amount of pressure on the left brake was sufficient to cause the left wheel to skid and slow down its spinup considerably. In addition, the pilot was unaware of this small pressure input, and, as with all test landings, was making a conscious effort to avoid applying pressure prior to intended brake application. A few days prior to this incident while flying around to cool the brakes, data was recorded while the pilot went through full rudder pedal travel, both left and right. The results are shown in figure B23. The technique he used was the same as described above; the balls of his feet on the rudder bar and his heels on the floor of the cockpit. He was completely unaware of the pilot-metered brake pressure which occurred during both the full left (approximately 600 psi) and full right (approximately 200 psi) rudder pedal travel. Two more inflight tests were done similar to this test, one with another pilot. These failed to produce any pilot-metered brake pressure. The results indicated that it was possible to unintentionally apply brake pressure while operating the rudder.

Two of the longer wheel spinups resulting from the sink rate tests occurred on tests 43A and 44A (figures B24 and B25). Comparison of the stopping performance from the Mark III sink rate tests with the Mark III baseline performance (figures A25, A27, and A29) shows, as with the Mark II, a considerable difference in stopping distance. Again, the reasons are unknown, and the comments made in the Mark II discussion apply here as well.

Comparison of the stopping performance results, as shown in figure 54, reveals that use of the Mark III antiskid system with the Standard tire provided a considerable improvement in stopping distance over that of the Mark II/Standard tire combination. At 38,000 pounds gross weight, this improvement was 800 feet or 12 percent, and was 700 feet or 13 percent at 34,000 pounds gross weight. From figures A20 and A31, the average braking coefficient of friction developed for the Mark II/Standard tire combination varied from 0.03 at 120 knots to 0.19 at 40 knots, and with the Mark III/Standard tire combination, varied from 0.06 to 0.23 over these same speeds.

The effect of tire wear on the overall stopping performance of the Standard tire at an aircraft gross weight of 38,000 pounds is illustrated in figures 55 and 56. With the Mark II antiskid system, the degradation in stopping distance when the tire wear was increased from approximately 20 percent to 65 percent was 700 feet, or approximately an 11 percent degradation. With the Mark III antiskid system, when the tire wear was increased from approximately 30 percent to 60 percent, the stopping distance was degraded by 900 feet, or approximately 16 percent.

The six landings done to determine the effects of landing with half flaps and no flaps on the wet runway stopping performance were inconclusive. Since the aircraft exited the wet test section at such a high speed, no meaningful stopping distances could be extrapolated. Also, from the antiskid parameter traces (figures B26 to B31), it can be seen that full pilot-metered brake pressure was applied throughout the braking run on only two of these landings, test 46A (figure B29) and test 46C (figure B31). The other landings had reductions in pilot-metered pressure to varying degrees throughout the test. In fact, on test 45A (figure B26), the pilot-metered pressure was at half of full value for the entire test. Some of these reductions in pilot-metered pressure resulted in negligible pressures at the brakes. This also occurred on two of the BFG tire tests and is discussed further in that section of this report.

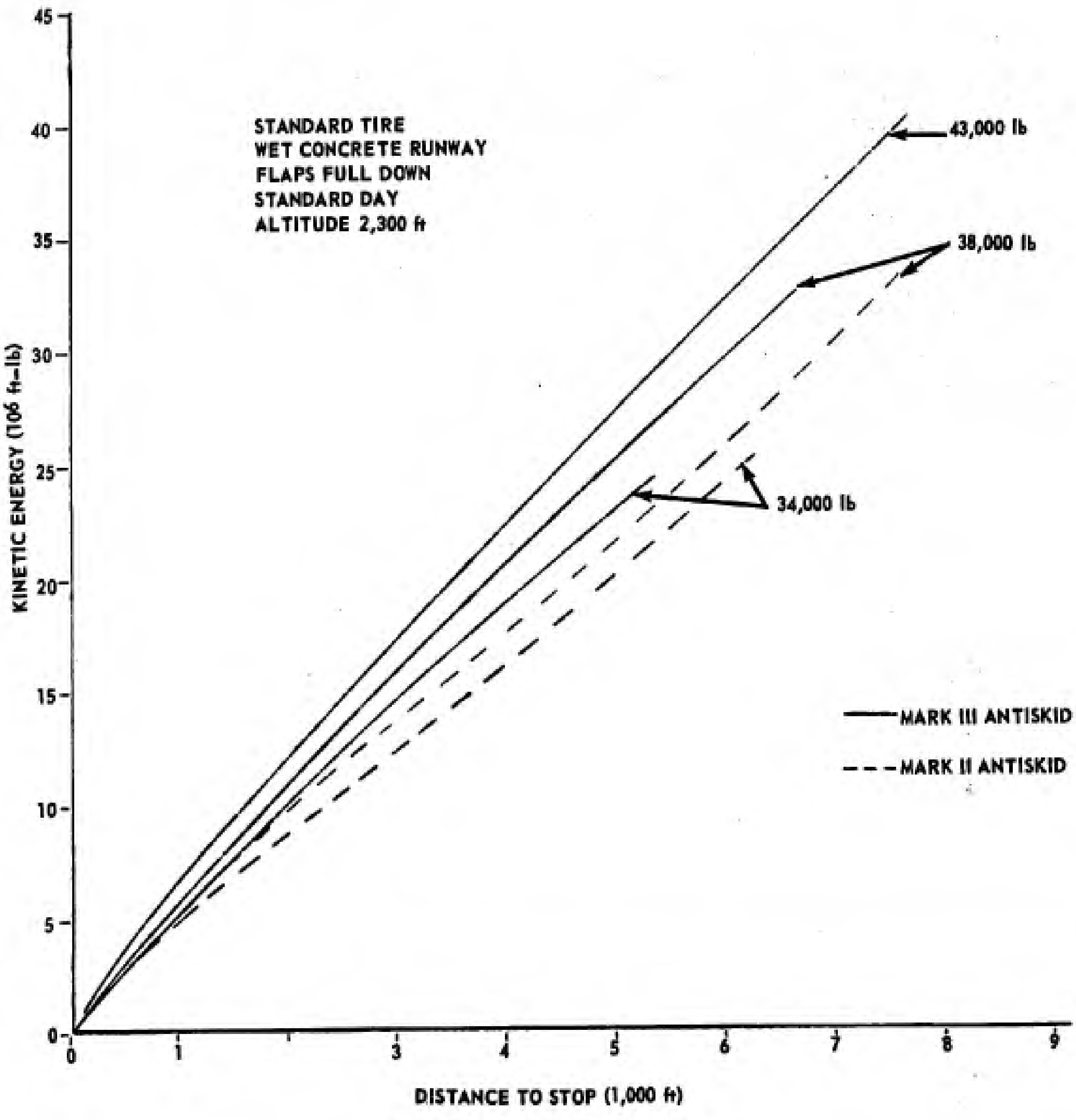


Figure 54 Standard Tire Performance

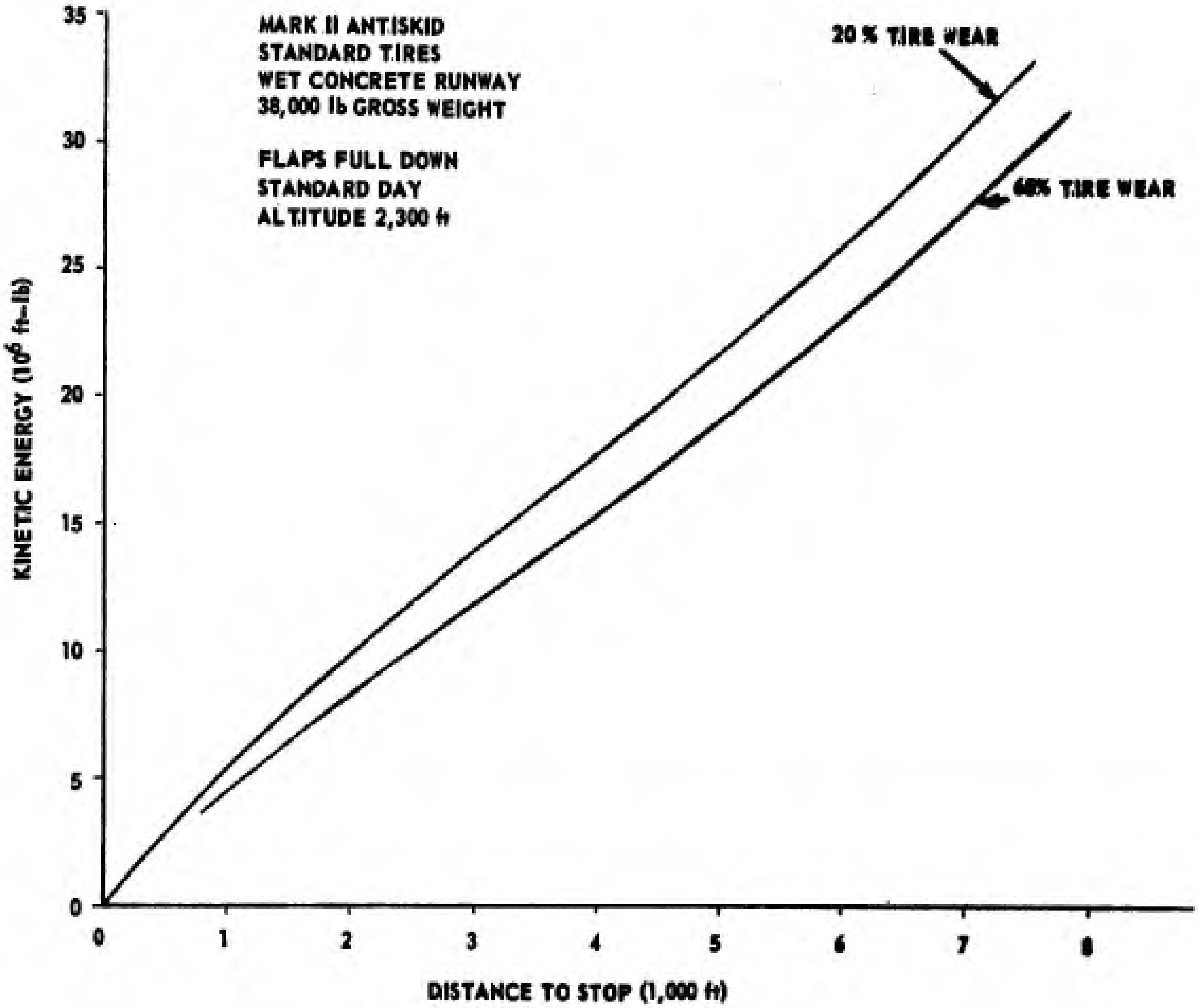


Figure 55 Worn Standard Tire Performance

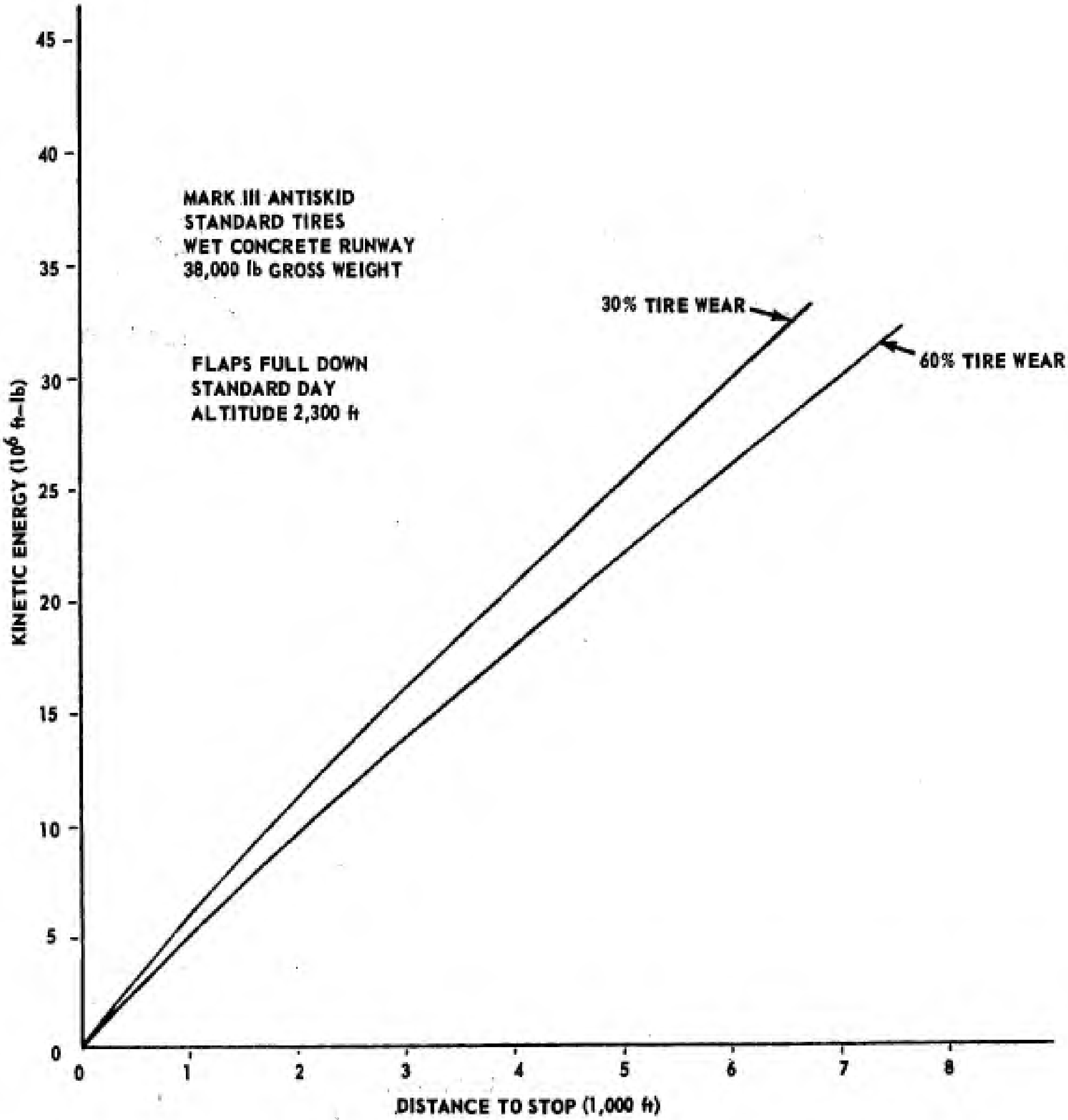


Figure 56 Worn Standard Tire Performance

SOMMERS TIRE

A total of 41 test landings was performed on a wet runway using the Sommers tire, 20 with the Mark II antiskid system and 21 with the Mark III antiskid system. Ten landings, five using each antiskid system, were initially performed for comparison with the stopping performance of each of the other new tire designs. From this comparison, it was determined that the Sommers tire provided the best stopping performance on a wet runway. Since the tire giving the best stopping performance was to be used in conjunction with the Standard tire results to determine the effect of sink rate on the wheel spinup, 18 landings (9 using each antiskid) were made ir the wet test section varying the touchdown sink rate. In addition, seven landings, three with the Mark II and four with the Mark III, were made to examine the effects of tire wear on the stopping performance. The test day conditions for all of these tests are given in tables 8 and 9. The standard day stopping performance and braking coefficient of friction data are shown in figures A38 through A56. Typical operation of the Mark II antiskid (test 27B) and Mark III antiskid (test 28B) with the Sommers tire is shown in figures B32 and B33, respectively.

Table 8

MARK II ANTISKID, SOMMERS TIRES, WET CONCRETE RUNWAY

Flt No.	Date (1973)	Test No.	Acft Gross Weight (lb)	Wind (kt)	Ambient Temp (deg C)	Pressure Altitude (ft)	Brake On/Brake Off Ground Speed (kt)	Distance Brake On (ft)	Energy Absorbed by Brakes (10^6 ft-lb)	Extrapolated Stopping Distance (ft)	Kinetic Energy at Brakes On (10^6 ft-lb)
380	12 May	26A	39,436	-2.3	15.8	2,272	152/27	7,249	18.49	7,394	40.27
		26B	35,786	-1.0	19.0	2,272	139/23	6,011	15.70	6,123	30.50
381	15 May	27A	43,200	-3.5	12.1	2,073	148/34	6,696	21.82	6,933	41.96
		27B	38,350	-5.7	14.2	2,067	143/22	6,238	19.58	6,322	34.76
		27C	34,550	-5.2	16.0	2,063	135/16	5,450	16.62	5,493	27.86
420	18 Jul	56A	43,250	-4.0	17.5	2,266	159/100	5,842	6.46	9,039	48.73
		56B	38,700	-4.8	19.6	2,260	---	No Askania Data		--	---
		56C	35,200	-4.4	21.0	2,253	148/47	6,875	13.26	7,353	34.15
421	19 Jul	57A	43,200	-4.3	18.3	2,229	158/93	6,094	7.67	8,755	47.65
		57B	38,300	-4.9	18.3	2,228	148/64	6,514	11.93	7,674	37.10
		57C	34,550	-6.6	21.1	2,225	147/58	6,744	10.65	7,699	33.14
426	4 Aug	61A	42,900	+0.1	22.2	2,228	147/88	5,931	6.18	8,826	41.22
		61B	38,150	-0.7	23.9	2,226	145/78	6,320	6.74	8,493	35.37
		61C	34,300	-1.2	23.9	2,225	144/61	6,497	8.57	7,604	31.41
423	28 Jul	58A	43,500	-3.7	17.8	2,274	156/81	7,856	9.18	10,282	47.17
		58B	38,550	-2.4	20.0	2,271	146/55	7,960	10.13	8,922	36.30
		58C	34,550	-2.8	22.8	2,268	138/27	7,464	12.42	7,681	29.21
435	17 Sep	68A	42,600	-2.1	10.0	2,190	153/--	--	--	8,174	44.38
		68B	37,800	-4.8	12.2	2,185	141/22	6,880	15.36	6,977	33.35
		68C	34,100	-2.1	15.0	2,183	136/20	6,327	13.75	6,416	27.76

	Standard Day Conditions				Pct Tire Wear Before Flight/After Flight						
Test No.	Acft Gross Weight (lb)	Brakes On (KTAS)	Stopping Distance (ft)	Kinetic Energy at Brakes On (10^6 ft-lb)	L	R	Water Depth Before/After Landing (in.)	Touchdown Ground Speed (kt)	Sink Rate[1] (fps)	Spinup Time (sec) L	Spinup Time (sec) R
26A	40,000	149	7,264	39.47	0/6	0/6	0.03/0.02				
26B	36,000	136	5,941	29.57			0.05/0.02				
27A	43,000	144	6,583	39.69	6/10	6/10	0.07/0.02				
27B	38,000	137	5,731	31.33			0.04/0.02				
27C	34,000	128	4,894	24.68			0.08/0.05				
56A	43,000	153	8,329	44.73	11/12	12/14	0.06/0.04	168	9.0/3.5	2.70	1.75
56B	--	--	--	--			0.04/0.04	-	-	2.05	0.95
56C	36,000	143	7,018	32.45			0.06/0.04	153	7.0/3.9	2.45	0.95
57A	43,000	151	8,033	43.54	12/15	14/15	0.04/0.03	162	6.0/3.4	2.15	1.35
57B	38,000	141	6,925	33.32			0.03/0.04	150	8.0/2.8	1.70	1.45
57C	34,000	137	6,617	28.28			0.04/0.06	152	6.0/4.0	2.05	1.65
61A	43,000	145	8,545	39.92	23/28	23/28	-	155	9.0/4.2	4.45	1.70
61B	38,000	141	7,987	33.23			0.06/0.02	153	8.0/3.5	3.50	1.80
61C	34,000	139	7,035	29.02			0.09/0.03	150	7.0/3.9	2.90	2.00
58A	43,000	150	9,374	42.85	50/57	50/56	0.03/0.02				
58B	38,000	140	8,141	33.04			0.09/0.06				
58C	34,000	132	6,870	26.05			0.05/0.03				
68A	43,000	152	8,161	44.22	0/5	0/5	0.09/0.04	162	2.2	2.35	2.05
68B	38,000	137	6,601	31.39			0.05/0.02	146	3.0	1.70	1.45
68C	34,000	133	6,118	26.40			0.09/0.02	141	3.2	1.40	1.25

[1]The first entry is the sink rate established on final approach; the second entry is the sink rate at touchdown. Single entries are touchdown sink rates.

Table 9

MARK III ANTISKID, SOMMERS TIRES, WET CONCRETE RUNWAY

Flt No.	Date (1973)	Test No.	Acft Gross Weight (lb)	Wind (kt)	Ambient Temp (deg C)	Pressure Altitude (ft)	Brake On/Brake Off Ground Speed (kt)	Distance Brake On (ft)	Energy Absorbed by Brakes (10^6 ft-lb)	Extrapolated Stopping Distance (ft)	Kinetic Energy at Brakes On (10^6 ft-lb)
382	16 May	28A	43,500	-2.5	12.6	2,060	153/44	6,811	20.54	7,246	45.34
		28B	38,500	-2.0	16.9	2,055	139/25	5,731	18.37	5,841	33.04
		28C	34,450	-2.6	17.7	2,051	131/25	4,622	15.81	4,738	26.18
383	17 May	29A	40,500	-5.2	16.6	2,126	152/27	7,297	20.62	7,441	41.27
		29B	36,375	-4.1	18.7	2,122	138/21	5,647	17.80	5,721	30.82
417	13 Jul	53A	43,200	-3.4	16.5	2,333	158/86	5,779	12.67	7,714	47.96
		53B	38,200	-3.1	19.0	2,332	148/24	6,057	20.31	6,173	36.92
		53C	34,550	-6.1	21.0	2,332	149/43	6,113	15.39	6,529	33.79
418	16 Jul	54A	43,200	-6.6	17.2	2,291	163/82	6,154	14.05	7,933	50.95
		54B	38,550	-6.3	18.5	2,287	153/39	6,574	20.55	6,923	39.93
		54C	35,050	-7.4	21.3	2,286	150/23	6,530	18.63	6,609	34.75
419	17 Jul	55A	43,200	-5.2	17.0	2,289	156/64	6,278	18.98	7,225	46.27
		55B	38,350	-6.4	22.0	2,287	150/25	6,455	21.28	6,575	38.03
		55C	34,400	-7.3	22.5	2,285	145/16	6,038	18.39	6,080	32.06
424	28 Jul	59A	43,350	-3.5	35.0	2,308	160/86	7,654	8.99	10,418	49.13
436	21 Sep	69A	43,300	-5.0	12.8	2,248	154/78	7,403	10.67	9,493	45.44
		69B	38,500	-5.5	13.6	2,243	144/41	7,575	14.05	8,047	35.53
		69C	34,350	-6.3	15.1	2,240	134/24	6,869	13.13	6,978	27.42

	Standard Day Conditions				Pct Tire Wear Before Flight/After Flight						
Test No.	Acft Gross Weight (lb)	Brakes On (KTAS)	Stopping Distance (ft)	Kinetic Energy at Brakes On (10^6 ft-lb)	L	R	Water Depth Before/After Landing (in.)	Touchdown Ground Speed (kt)	Sink Rate[1] (fps)	Spinup Time (sec) L	Spinup Time (sec) R
28A	43,000	150	6,876	42.92	10/25	10/25	0.05/0.02				
28B	38,000	135	5,460	30.82			0.04/0.02				
28C	34,000	127	4,373	24.10			0.08/0.05				
29A	40,000	145	6,699	36.97	25/35	25/35	0.04/0.02				
29B	36,000	132	5,182	27.79			0.05/0.04				
53A	43,000	153	7,172	44.44	0/0	0/0	0.09/0.02	163	8.5/5.3	-	0.35
53B	38,000	142	5,693	33.94			0.09/0.02	151	8.0/5.7	-	0.30
53C	34,000	139	5,632	28.96			0.09/0.04	151	6.0/3.3	-	0.90
54A	43,000	154	7,114	45.41	0/6	0/6	0.06/0.06	169	4.5/2.1	-	1.20
54B	38,000	144	6,048	34.66			0.05/0.06	157	6.0/2.0	-	1.05
54C	36,000	142	6,114	31.90			0.06/0.05	154	4.5/1.5	-	1.60
55A	43,000	148	6,570	41.86	6/11	6/12	0.04/0.02	167	1.7	3.60	2.25
55B	38,000	140	5,720	32.87			0.03/0.04	157	2.7	2.95	1.90
55C	34,000	134	5,178	27.09			0.06/0.04	150	1.3	2.20	1.80
59A	43,000	150	9,052	42.55	57	56	0.02/0.01				
69A	43,000	148	8,751	41.68	44/46	47/52	0.09/0.03				
69B	38,000	137	7,222	31.70			0.08/0.02				
69C	34,000	126	6,161	24.03			0.09/0.01				

[1] The first entry is the sink rate established on final approach; the second entry is the sink rate at touchdown. Single entries are touchdown sink rates.

The summary plot (figure 57) shows that use of the Mark III antiskid system provided a slight improvement over use of the Mark II system in the stopping performance of the Sommers tire. The difference in stopping distance at 43,000 pounds gross weight was 250 feet, and at 34,000 pounds was 300 feet, which represents improvements of 4 percent and 7 percent, respectively. This improvement in stopping performance is considerably less than that shown when the Mark III was used with the other tires tested. This difference in stopping improvement may be the result of tire wear, however, since the tires used with the Mark III system were approximately 20 percent worn, and those used with the Mark II system were only about 8 percent worn. The average coefficient of friction developed with the Mark II system (figure A44) varied from 0.06 at 120 knots groundspeed to 0.24 at 40 knots, and with the Mark III system (figure A54) varied from 0.07 to 0.25 over the same speed range.

The stopping performance of the Sommers tire on a wet runway was considerably better than that of any other tires tested. With both the Mark II and Mark III antiskid systems, there was a substantial improvement in stopping distance when compared with the Standard tire performance (figures 58 and 59). The stopping distance with the Mark II system was 5,150 feet at a gross weight of 38,000 pounds and a true airspeed of 130 knots. This is a 22 percent improvement in stopping distance compared with that of the Standard tire. With the Mark III system, at the same aircraft gross weight and true airspeed, the stopping distance was 4,800 feet, which is an improvement of 17 percent over that of the Standard tire. However, comparing the Mark III/Sommers tire performance with that of the Mark II/Standard tire, there was a difference in stopping distance of 1,800 feet which is a 27 percent improvement.

Although the improvement in stopping performance was dramatic when the Sommers tire was used, there appeared to be a substantial degradation due to tire wear (figures 60 and 61). Again making a comparison at an aircraft gross weight of 38,000 pounds and 130 knots true airspeed, with the Mark II system, there was a 2,000-foot difference in stopping distance between tire wears of approximately 8 percent and 53 percent. This represents a degradation in stopping performance of about 39 percent. With the Mark III system the difference was 1,600 feet between the stopping distance of a tire with approximately 20-percent wear and one with 45-percent wear. This was a degradation in stopping performance of 33 percent. Comparing these results with the 60-percent worn Standard tire results shows that there was essentially no difference between the stopping performance of the two tire tread designs when the tires were worn. The Sommers tire stopping performance would be expected to approach that of the equivalently worn Standard tire as the tread wear increased since the Sommers tire tread was essentially the Standard tire tread with knife cuts across it.

The sink rate tests were done in the same manner as those done with the Standard tire. The sink rates and spinup times are tabulated in tables 8 and 9, and examples of the wheel spinup are presented in figures B34 through B37 for tests 55A, 55B, 56A, and 68B. On six of the tests with the Mark III system, the left wheel speed was not recorded due to an instrumentation malfunction. However, from the wheelspeed gauges in the rear cockpit, the spinup times for the left wheel were of the same order of magnitude as those for the right wheel. Comparison of the spinup times of the Sommers tire with those of the Standard tire show that, in general, the spinup times were shorter with the Sommers tire.

Comparing the Mark II/Sommers tire combination stopping performance exhibited during the sink rate tests with that resulting from the initial tire comparison tests (figures A38 through A42), reveals the same type of difference between the two as was exhibited by the Standard tire results and discussed earlier. Again, the reason for this difference is unknown. The inconsistency shown by the results from test 61A, 61B, and 61C compared with the data from the other sink rate tests was believed due to having entirely new brakes which were not "burned in" prior to the test series. The brakes were deliberately not "burned in" to determine what effect new brakes would have on the wheel spinup times and wet runway stopping performance. As shown graphically in figures B38, B39, and B40, the left wheel partially spun down on two of the three tests in the flight. The first section in each figure shows the after-takeoff free spindown of each wheel recorded during the takeoff just prior to

the braking test depicted. Figure B41 is typical of the takeoff free spindown which occurred during the rest of the test program. The dragging effect of the new brakes is graphically depicted by comparing the spindown in this figure with the other takeoff free spindowns in figures B38 through B40. The free spindown times for the left wheel prior to tests 61A, 61B, and 61C were approximately 3, 12, and 5 seconds, respectively. The typical free spindown times during the test program ranged between approximately 15 and 25 seconds.

Another instance of a dragging brake occurred a few days previously on test 60A. The results are shown in figure B42. Again entirely new brakes had been installed for this flight. The intention was to use the first landing to "burn in" the brakes. On the initial takeoff, the left wheel free spindown was extremely rapid, (approximately 1-1/2 seconds) compared with the right wheel spindown of approximately 13 seconds. For the landing, touchdown was made in the wet test section with a final approach sink rate of 8 feet/second. The left wheel did not spin up to aircraft speed; therefore, brakes were not applied and the decision was made to go around. As the go-around was initiated, the left wheel finally spun up to aircraft speed. The free spindown after liftoff was again approximately 1-1/2 seconds. The cause of the dragging brake on test 60A is uncertain. Whether it was an effect of just having new brakes, per se, or whether it was a result of not properly reseating the grip tubes on the brake pistons during brake installation, or perhaps some other factor could not be determined. However, for tests 61A, B, and C, it was determined that the grip tubes had been reseated in accordance with T.O. procedures.

After going around on test 60A, the decision was made to land on the dry side of the runway to "burn in" the brakes. On touchdown, both wheels spun up immediately to aircraft speed. Moderate braking, without any cycling of the antiskid system, was used to stop the aircraft in about 7,000 feet. After coming to a stop, the pilot did not release the brakes. Normal practice had been to release brakes at about 20 knots and roll a few hundred feet before reapplying them to hold the aircraft while the crew chief inspected the tires. A flicker of flame was noticed in the left brake by the crew chief; therefore, the decision was made to not take off and air cool the brakes. When the pilot advanced the throttles to taxi back to the hot gun line, the aircraft did not move because both brakes had fused.

Examination of the brakes revealed that one rotor and one stator had fused together in the right brake. They were broken apart during removal from the wheel and exhibited the mix (sintered metal) transfer shown in figures 62 and 63. In the left brake, two rotors and two stators had fused together, and they could not be broken apart.

In addition to the partial spindowns exhibited on tests 61A and 61C, one or both of the Sommers tires partially spun down on all three of the tests performed to determine the effects of worn tires on the stopping performance with the Mark II antiskid (tests 58A, 58B, and 58C). The antiskid parameters depicting these spindowns are shown in figures B43 through B45.

The Mark III/Sommers tire combination stopping performance obtained during the sink rate tests, when compared with that from the initial tire tests (figures A48 through A52), shows that, unlike the results of the Standard tire and the Mark II/Sommers tire tests, there was essentially no difference in the stopping performance. Since tire wear had such a large effect on the stopping performance of the Sommers tire, as discussed earlier, this lack of difference in stopping performance may be due to tire wear. The sink rate tests with the Mark III antiskid were all done with relatively new tires with wear ranging between 0 and approximately 12 percent. However, tests 28A, B, and C, and tests 29A and B were done with tires having 10 to 35 percent wear. If these initial tire comparison tests had been done with new tires, there might have been a further improvement in the stopping performance with the Mark III antiskid. This would have caused a difference in performance similar to that shown between the sink rate and tire comparison tests for the Mark II/Sommers tire combination.

Since the Sommers tire exhibited the best stopping performance, documentation of the condition of the tire at various points in the test program was made. Figures 64 and 65 show the condition of the tires after use on test series 26, 27, 28, and 29. The tire wear at this point was approximately 35 percent. Figures 66 and 67 show the condition of these same tires prior to their use on test series 58 and 59 and show a wear of approximately 50 percent. Figures 68 and 69 show the condition of these same tires after the worn tire test series 58 and 59. The wear at this point is approximately 57 percent. The chunk pulled out of the left tire occurred on test 59A and goes all the way down to the cord. This was the only occasion on which this chunking occurred with the Sommers tire. Figures 70 and 71 show the condition of a different set of tires after use on test series 68 and 69 and show approximately 50 percent tire wear.

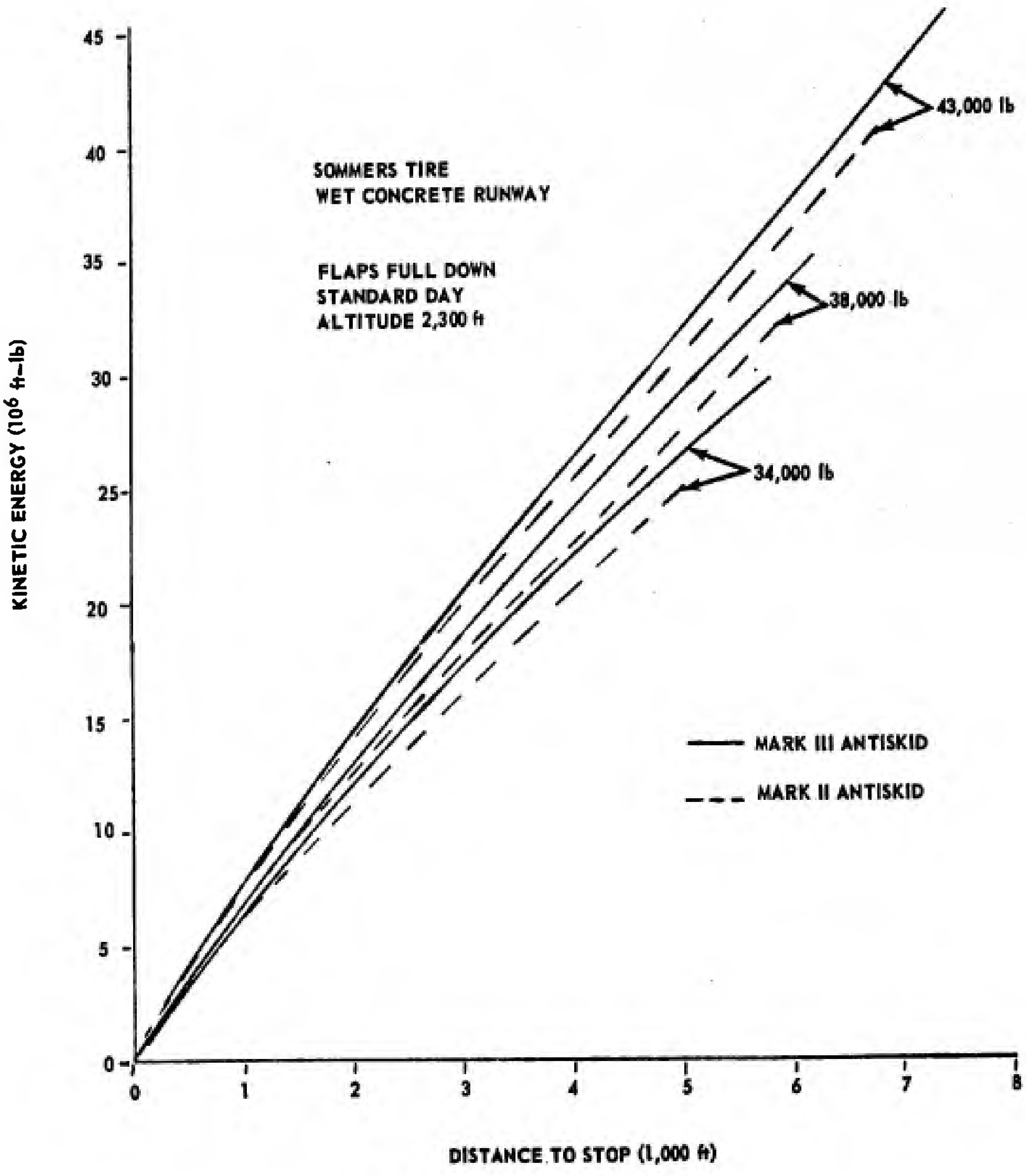


Figure 57 Sommers Tire Performance

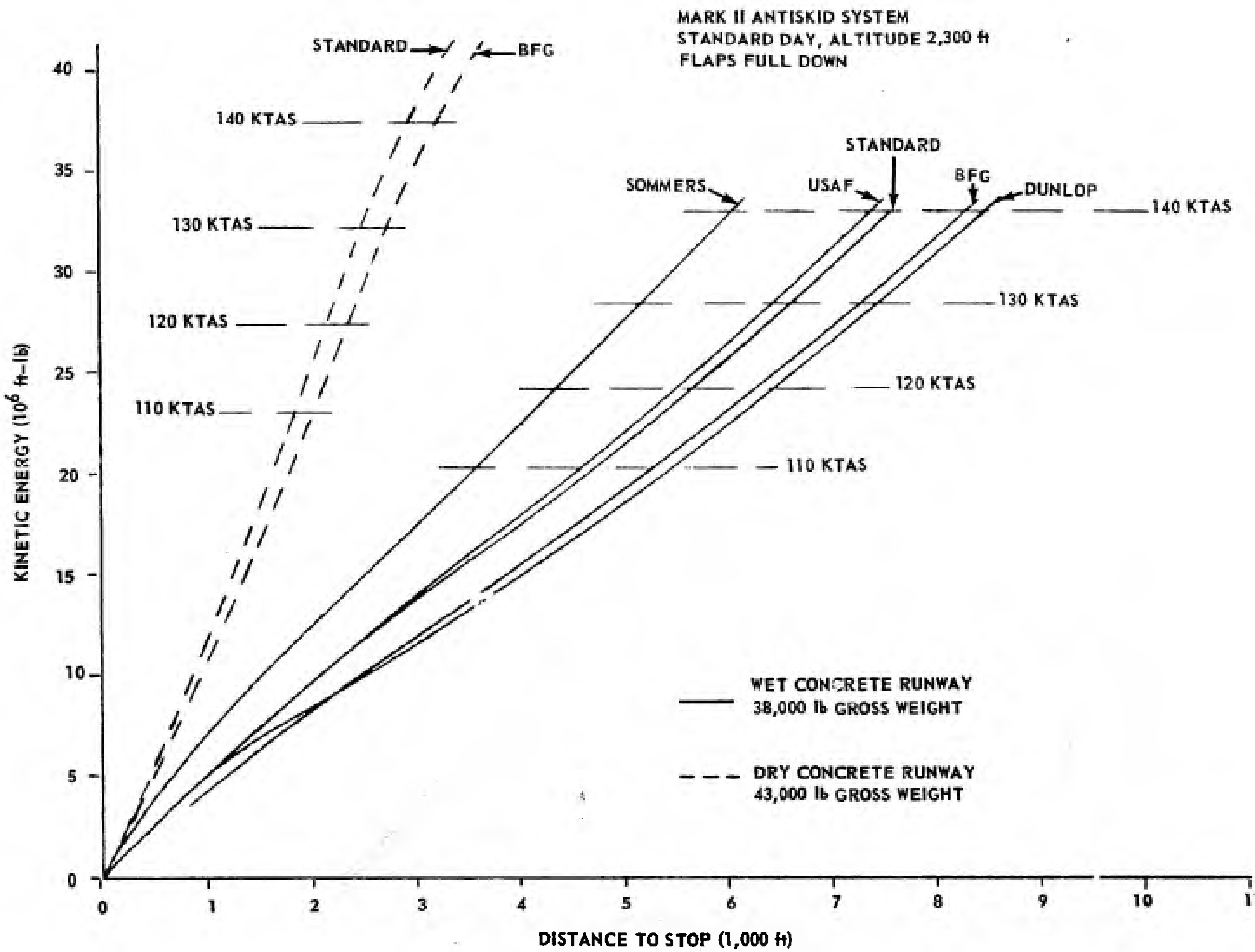


Figure 58 Tire Performance Summary

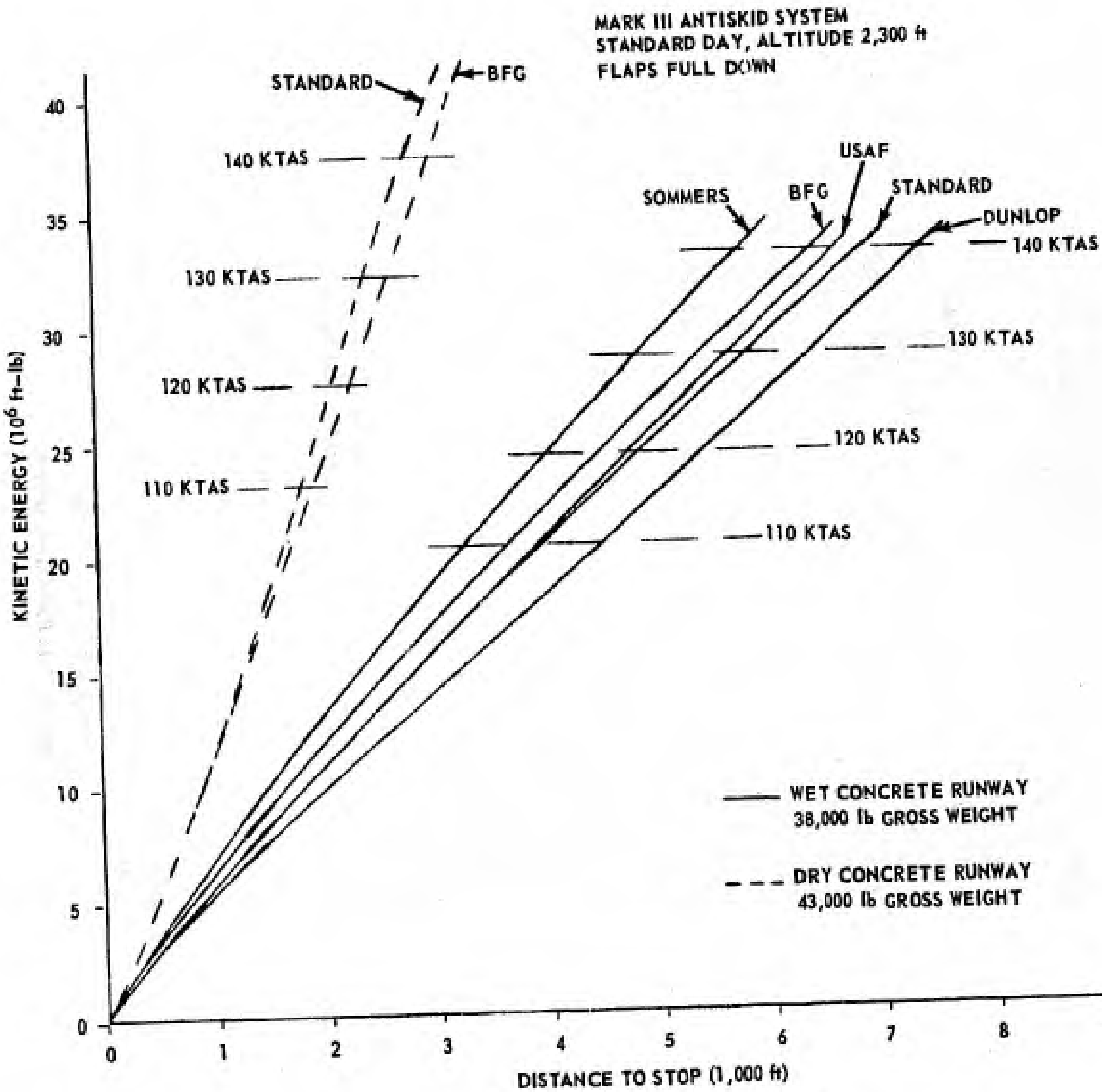


Figure 59 Tire Performance Summary

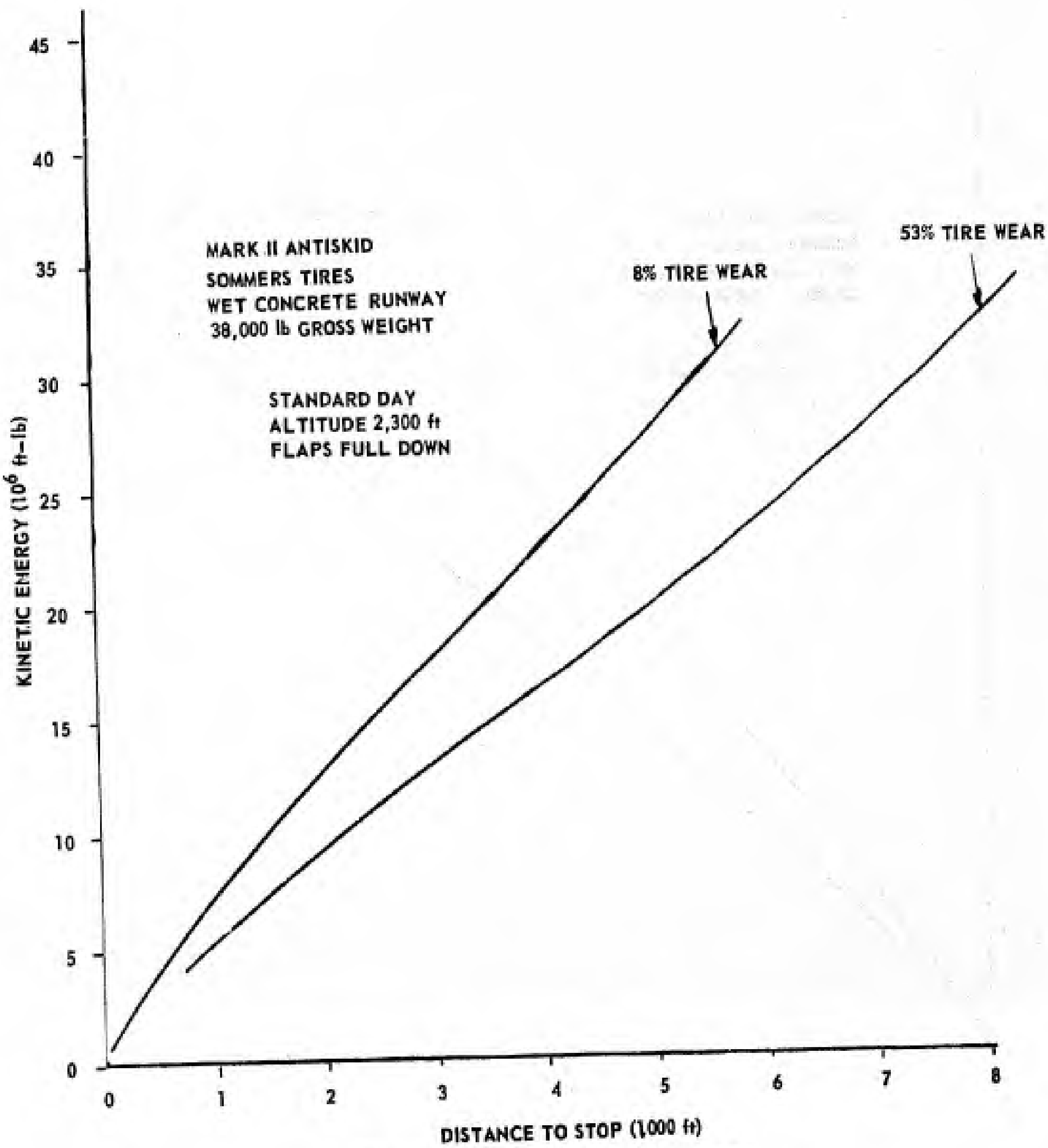


Figure 60 Performance of Worn Sommers Tire

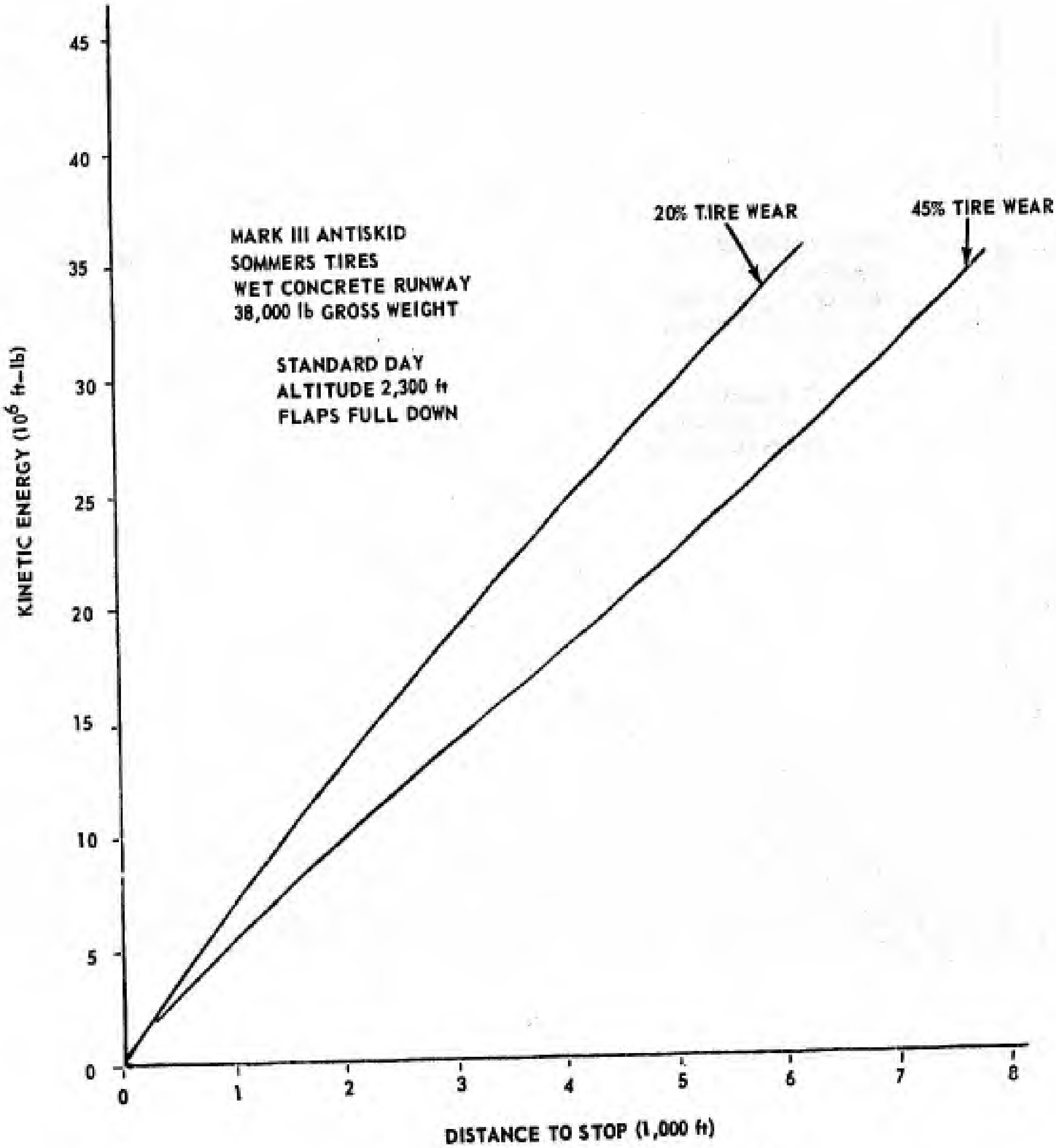


Figure 61 Performance of Worn Sommers Tire

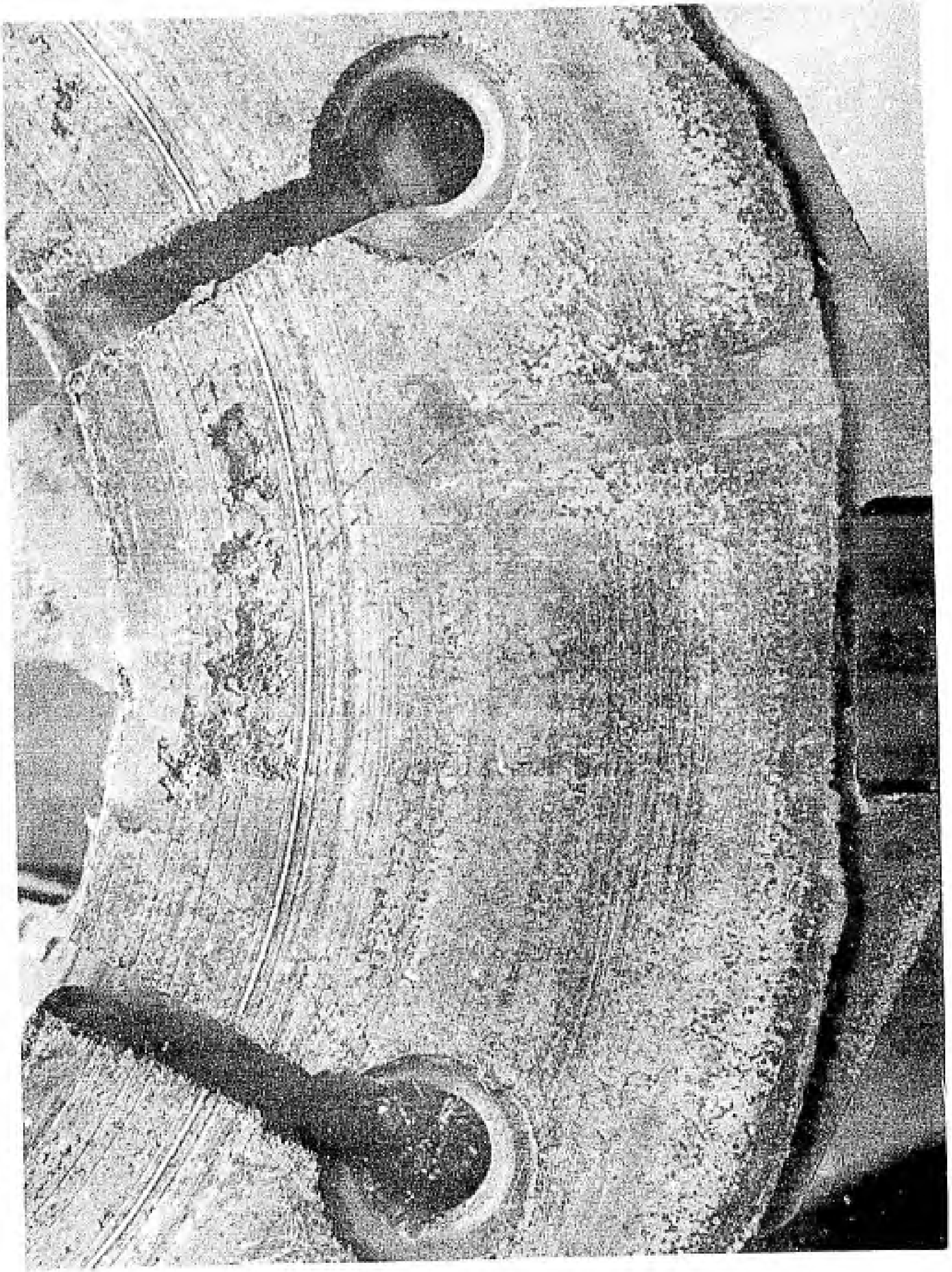


Figure 62 Brake Rotor

Figure 63 Brake Stator

Figure 64 Right Sommers Tire (After Test Series 26, 27, 28, 29)

Figure 65 Left Sommers Tire (After Test Series 26, 27, 28, 29)

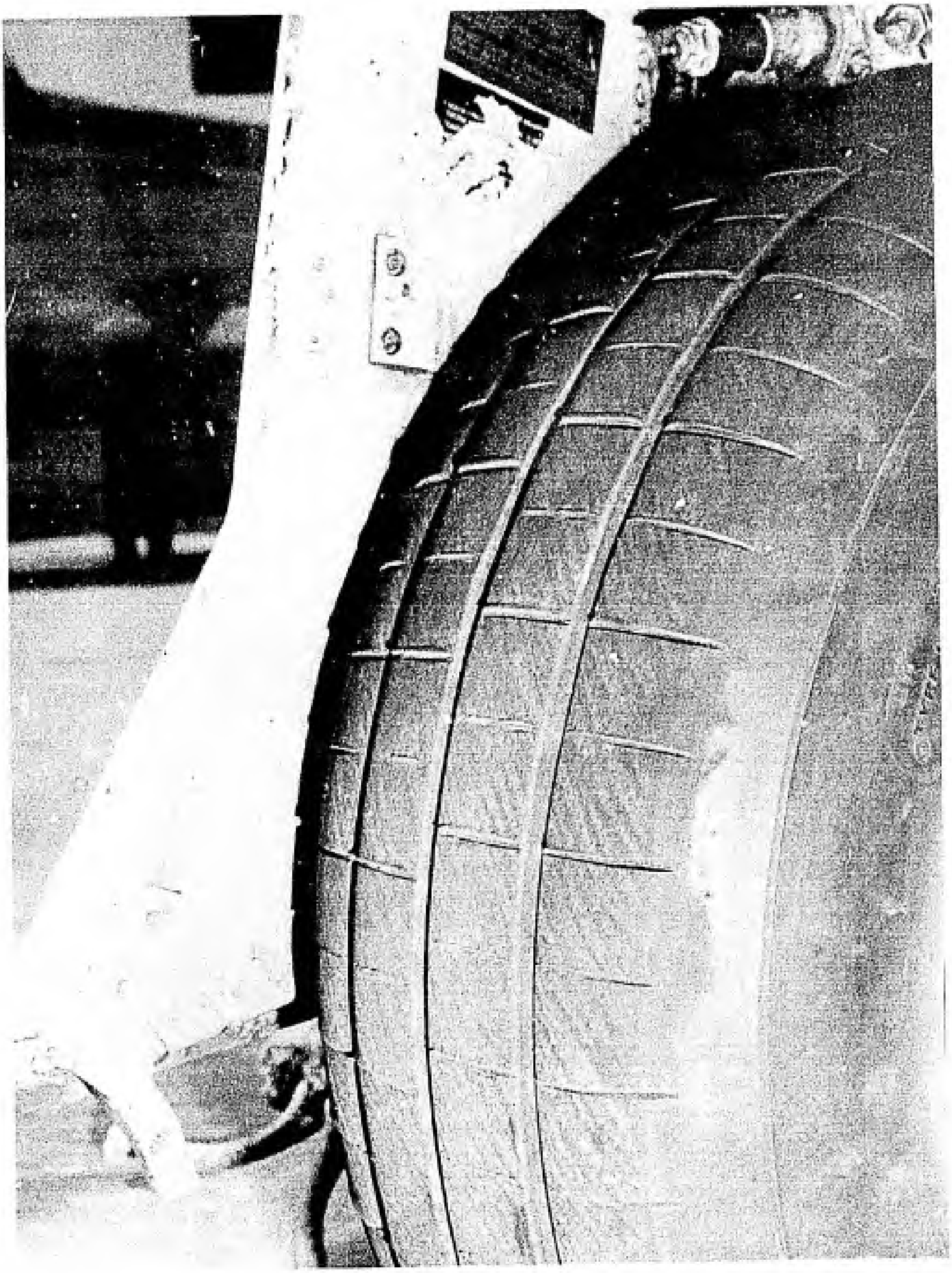


Figure 66 Right Sommers Tire (Before Worn Tire Tests)

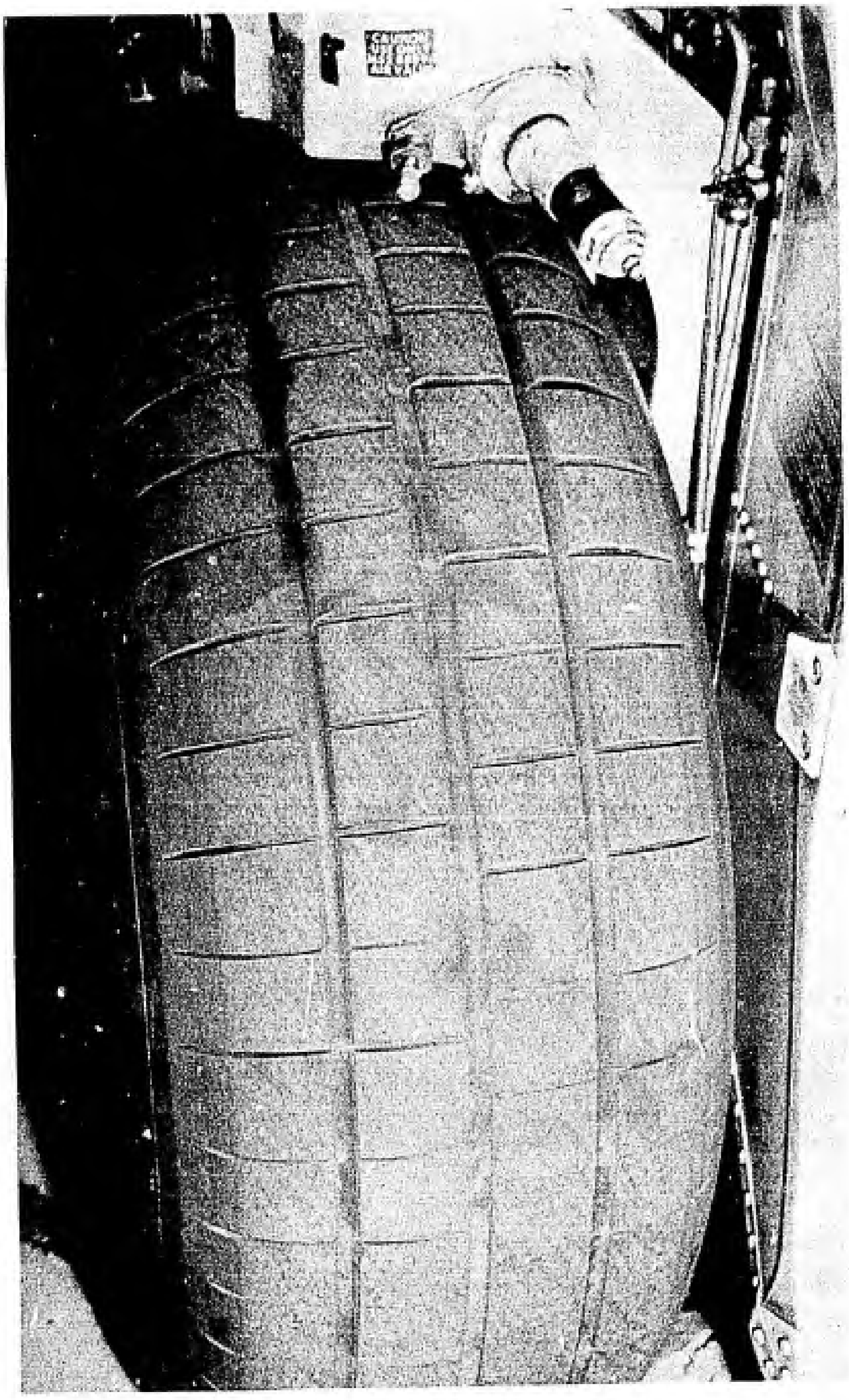


Figure 67 Left Sommers Tire (Before Worn Tire Tests)

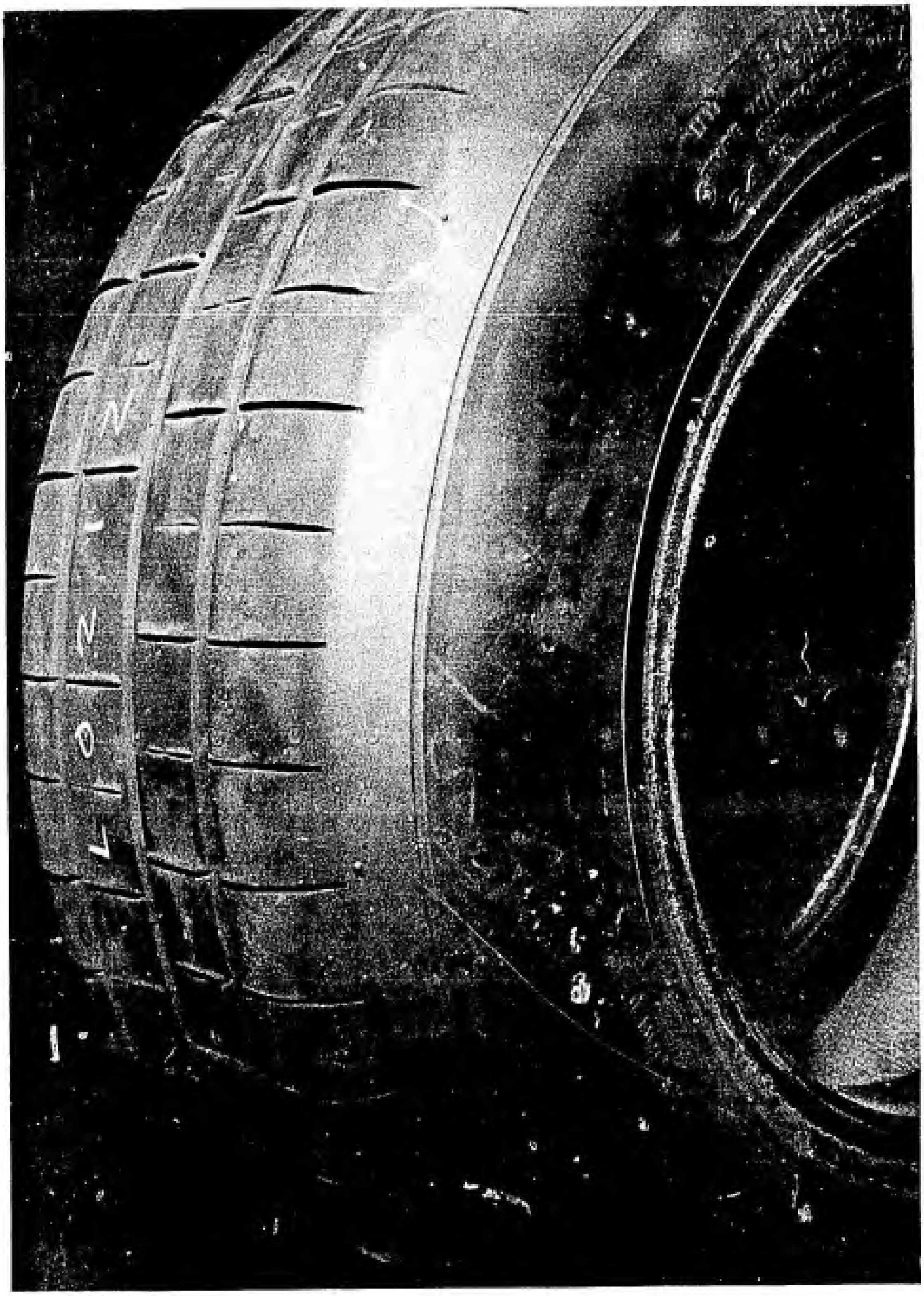


Figure 68 Right Sommers Tire (After Worn Tire Tests)

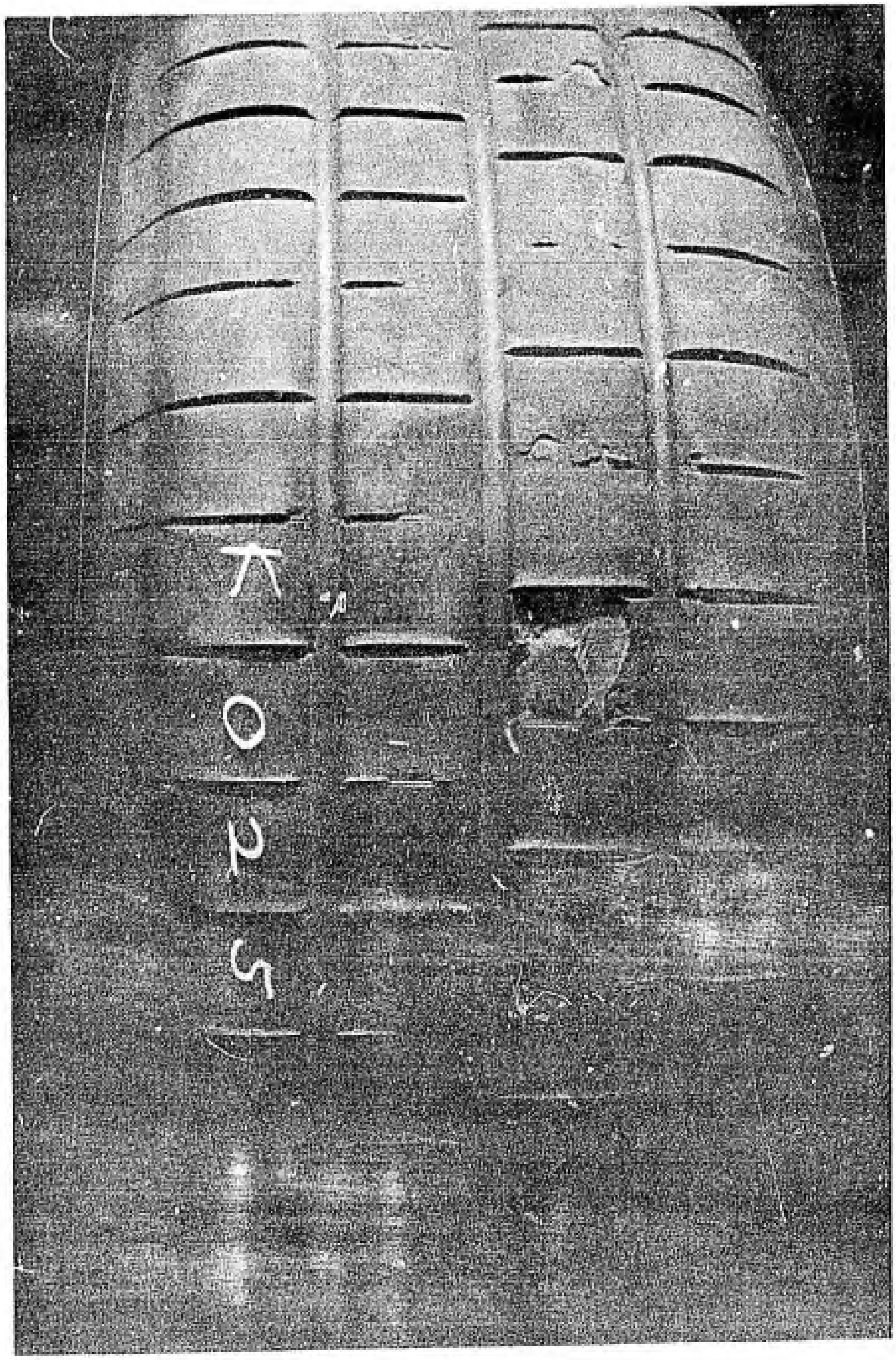


Figure 69   Left Sommers Tire (After Worn Tire Tests)

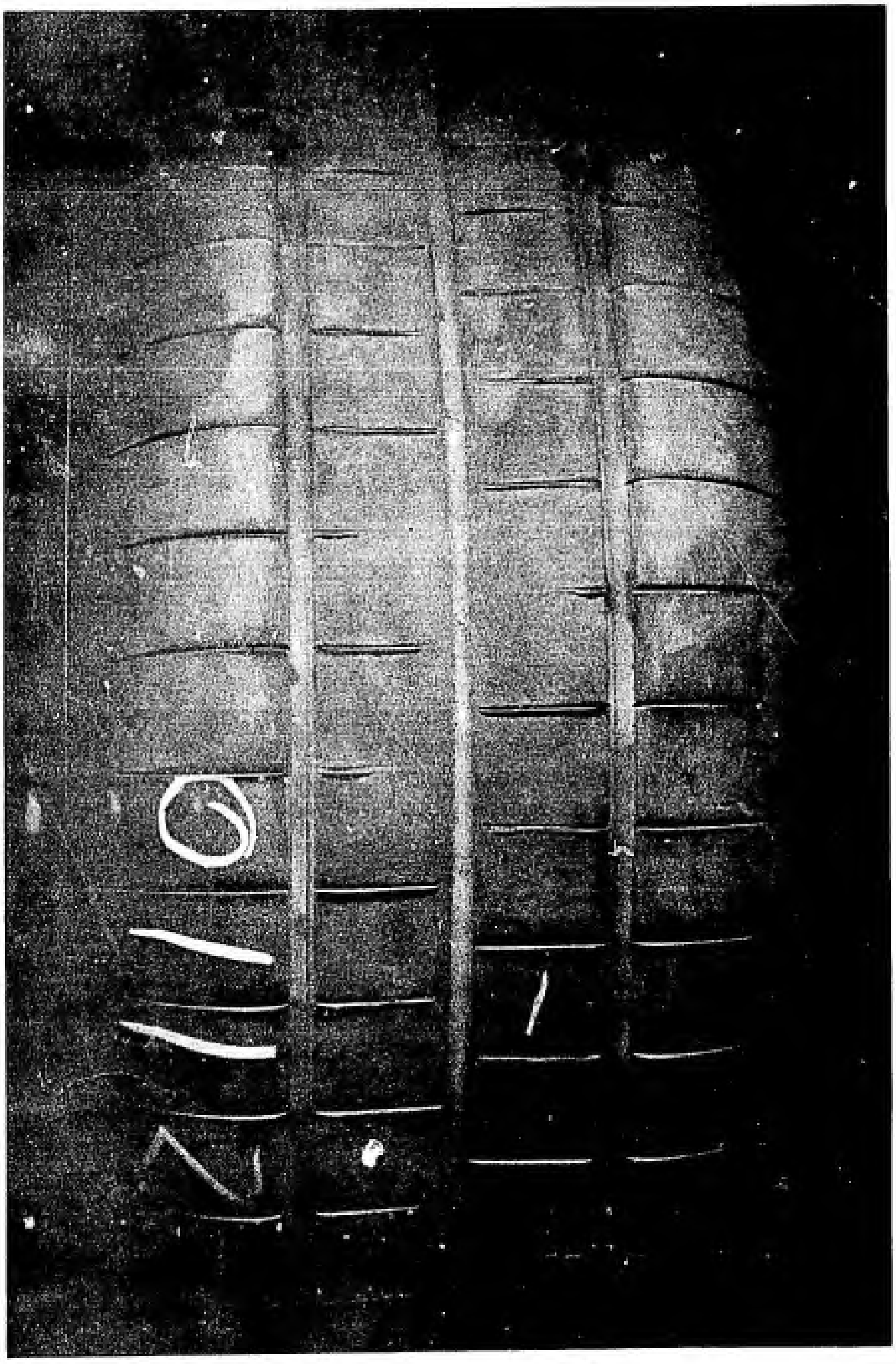


Figure 70   Right Sommers Tire (After Tests 69A, B, C)

Figure 71 Left Sommers Tire (After Tests 69A, B, C)

BFG TIRE

Thirteen landings were performed on a wet concrete runway using the BFG tire, five with the Mark II antiskid and eight with the Mark III antiskid. The test conditions are shown in tables 10 and 11. Tests 38A, 38B, and 38C were done using only water to wet the test section instead of the foam/water mixture and are discussed in another section of this report. The standard day stopping performance and braking coefficient of friction data for all the other wet runway tests with the BFG tire are presented in figures A57 through A60.

Table 10

MARK II ANTISKID, BFG TIRES, WET CONCRETE RUNWAY

Flt No.	Date (1973)	Test No.	Acft Gross Weight (lb)	Wind (kt)	Ambient Temp (deg C)	Pressure Altitude (ft)	Brake On/Brake Off Ground Speed (kt)	Distance Brakes On (ft)	Energy Absorbed by Brakes (10^6 ft-lb)	Extrapolated Stopping Distance (ft)	Kinetic Energy at Brakes On (10^6 ft-lb)
391	27 May	32A	40,200	2.0	25.6	2,235	128/30	7,446	13.58	7,753	29.27
		32B	36,550	0.9	27.0	2,242	125/22	6,930	12.70	7,081	[illegible]3.44
396	31 May	36A	43,350	-6.7	15.3	2,417	156/78	7,596	10.98	10,211	46.48
		36B	38,550	-6.1	17.0	2,414	145/56	7,752	11.67	8,988	36.04
		36C	35,400	-6.7	18.0	2,413	138/38	7,836	12.72	8,257	30.07

	Standard Day Conditions				Pct Tire Wear Before Flight/After Flight		
Test No.	Acft Gross Weight (lb)	Brakes On (KTAS)	Stopping Distance (ft)	Kinetic Energy at Brakes On (10^6 ft-lb)	L	R	Water Depth Before/After Landing (in.)
32A	40,000	127	7,515	28.44	18/23	14/14	0.05/0.02
32B	36,000	122	6,585	23.68			0.09/0.03
36A	43,000	147	9,061	40.98	21/30	21/32	0.06/0.02
36B	38,000	136	7,847	31.26			0.09/0.02
36C	36,000	131	7,550	27.29			0.05/0.01

Table 11

MARK III ANTISKID, BFG TIRES, WET CONCRETE RUNWAY

Flt No.	Date (1973)	Test No.	Acft Gross Weight (lb)	Wind (kt)	Ambient Temp (deg C)	Pressure Altitude (ft)	Brake On/Brake Off Ground Speed (kt)	Distance Brakes On (ft)	Energy Absorbed by Brakes (10^6 ft-lb)	Extrapolated Stopping Distance (ft)	Kinetic Energy at Brakes On (10^6 ft-lb)
366	8 Apr	17A	40,350	3.4	11.0	2,055	127/26	5,469	15.77	5,637	29.02
		17B	36,200	3.0	12.0	2,046	127/24	5,441	13.20	5,596	25.69
366	8 Apr	18A	42,850	8.1	15.8	2,017	139/25	6,141	17.71	6,269	36.68
		18B	37,875	5.8	16.2	2,012	132/23	5,571	14.61	5,692	29.23
		18C	34,550	9.5	16.5	2,010	108/20	3,488	10.96	3,583	17.86
400	13 Jun	38A	43,200	-4.8	15.5	2,381	155/68	7,335	13.72	8,737	45.14
		38B	38,200	-6.0	18.5	2,381	151/46	7,682	15.79	8,160	38.52
		38C	34,225	-7.3	22.0	2,383	140/59	6,214	10.70	7,215	29.86

	Standard Day Conditions				Pct Tire Wear Before Flight/After Flight		
Test No.	Acft Gross Weight (lb)	Brakes On (KTAS)	Stopping Distance (ft)	Kinetic Energy at Brakes On (10^6 ft-lb)	L	R	Water Depth Before/After Landing (in.)
17A	40,000	131	5,858	30.28	0/11	0/11	0.03/0.03
17B	36,000	130	5,798	26.71			0.06/0.05
18A	43,000	147	6,951	41.02	11/21	11/21	0.02/0.05
18B	38,000	137	6,132	31.68			0.06/0.03
18C	34,000	116	4,012	20.25			0.02/0.06
38A	43,000	147	7,994	41.11	32/-	30/-	0.09/0.03
38B	38,000	142	7,254	34.04			0.05/0.01
38C	34,000	130	6,096	25.34			0.05/0.01

As shown in figure 72, the Mark III antiskid system provided a substantial improvement in the stopping performance with the BFG tire over that of the Mark II/BFG tire combination. Using the Mark III system, the stopping distance was reduced by approximately 2,100 feet at 43,000 pounds and approximately 1,850 feet at 38,000 pounds. Both of these represent a 25-percent improvement in stopping distance over the Mark II system. The average braking coefficient of friction varied from 0.04 at 120 knots groundspeed to 0.20 at 40 knots for the Mark III system, and from 0.03 to 0.13 at these same groundspeeds for the Mark II system. Comparison of the stopping performance of the BFG tire at 38,000 pounds gross weight with that of the other tires (figures 58 and 59) shows that, with the Mark II antiskid system, the stopping distance was 7,200 feet at the kinetic energy corresponding to 130 knots true airspeed and, with the Mark III antiskid system, the stopping distance was 5,350 feet at the same kinetic energy. With the Mark II, this represents a 9-percent degradation in stopping performance when compared with that of the Standard tire and, with the Mark III, it represents a 7-percent improvement. The BFG tire was the only tire to exhibit this reversal in relative performance with a change in antiskid. No exact explanation for this phenomenon was found, however, the difference in tire wear between the tires used could have contributed to this difference in relative performance.

On test 32A and 32B, during the latter part of the braking runs, the pilot inadvertently reduced the pilot-metered brake pressure on one or both brakes while making small steering corrections. As shown in figure B46, there was a considerable reduction in pressure to the brake and, in some instances, the brake pressure was reduced to zero. Other examples of this occurred on test series 45 and 46 as discussed earlier. This reduction in brake pressure during the test may be the reason why the stopping performance data from test 32A (figure A57) is not consistent with the rest of the test data. The occurrence of a negligible brake pressure resulting from a reduced pilot-metered pressure was not due to an abnormal operation of the antiskid system, but rather resulted from the requirement for a differential braking capability and the gain characteristics of the antiskid control valve. In order to achieve maximum antiskid braking, the pilot must apply maximum pilot-metered brake pressure to both brakes.

The Flight Manual is misleading in this regard. On page 2-28, in the paragraph on Wet or Icy Runway Landing, it states: "If maximum deceleration is desired, sufficient brake pressure must be applied to keep the antiskid system active. For this purpose any amount of excess pedal displacement is satisfactory, up to and including full deflection." Since these statements are not correct, they should be deleted from the Flight Manual and the following NOTE should be inserted at the end of the same paragraph: **(R 6)**

NOTE

> If maximum deceleration is desired, full brake pedal deflection is required. It is not sufficient to only apply enough brake pressure to keep the antiskid system active.

On test 36A with the Mark II antiskid system, the left wheel spun down to approximately half of the aircraft speed immediately after brakes were applied, but recovered four seconds later without release of pilot-metered brake pressure (figure B47). This was the only BFG tire test in which one of the wheels partially spun down. The aircraft was at 43,350 pounds gross weight and the brake application ground speed was 156 knots. New brakes were installed on the aircraft prior to this test flight; however, the day before the flight a refused takeoff from approximately 90 knots was performed on a dry runway to "burn in" the brakes.

The after-test condition of the tires used on tests 17A, B, and tests 18A, B, C is shown in figures 73 and 74, and represents approximately 21-percent wear. Before these tires were changed, however, it was noted that the right main wheel required a considerable amount of force to turn the wheel by hand. Therefore, a tensiometer and rope were again used to obtain some measure of the force required to turn the wheel. The left main wheel required only 45 pounds of force to keep the wheel rotating before the brake discs were removed, and only 5 pounds after the brake discs had been taken out. However, the right main wheel required 110 pounds of force to start the wheel rotating and 100 pounds of force to keep it rotating with the brake discs in the wheel, and only 10 pounds of force after the brake discs had been removed. Examination of the pressure plates, brake discs, and back-up plates of both brakes after this test showed that, unlike the test 14A brake parts discussed earlier, all parts were within acceptable limits of wear and warpage. This indicated that the high internal friction in the wheel brake assembly could be experienced even with brake parts within the established warpage limits. The torque required to overcome this internal friction is significant if one looks at the tire to pavement friction coefficient necessary to generate the 100 to 110 pounds of force measured. Typically, for speeds of 120 to 130 knots and at low aircraft gross weight (34,000 pounds), the normal force on each main gear was in the 11,000- to 12,000-pound range. Therefore, in this instance, a friction coefficient on the order of 0.01 would be required to overcome the internal wheel brake assembly friction and rotate the wheel. This is of the same order of magnitude as the coefficient of friction generated during braking at high speeds on a wet runway. This high internal friction could significantly effect wheel spin-up on a wet runway and could contribute to wheel spindowns with either antiskid system. This problem of high internal friction in the wheel brake assembly should be investigated further. **(R 9)**

USAF TIRE

Fifteen landings were performed on a wet runway using the USAF tires, ten were done with the Mark III antiskid system (table 12) and five with the Mark II antiskid system (table 13). The standard day stopping performance and braking coefficient of friction resulting from these tests are presented in figures A61 through A64. As shown by the comparison in figure 75, use of the Mark III system provided an improvement in stopping performance with respect to that when the Mark II system was used. At 43,000 pounds gross weight, the Mark III/USAF tire combination gave a 650-foot shorter stopping distance, and at 34,000 pounds the stopping distance was 700 feet shorter. These correspond to improvements in stopping distance of 9 percent and 12 percent, respectively. For the Mark II/USAF tire combination, the average braking coefficient of friction varied from 0.03 at 120 knots groundspeed to 0.18 at 40 knots groundspeed. With the Mark III, the friction coefficient varied from 0.05 to 0.2 over this same range.

Table 12

MARK III ANTISKID, USAF TIRES, WET CONCRETE RUNWAY

Flt No.	Date (1973)	Test No.	Acft Gross Weight (lb)	Wind (kt)	Ambient Temp (deg C)	Pressure Altitude (ft)	Brake On/Brake Off Ground Speed (kt)	Distance Brakes On (ft)	Energy Absorbed by Brakes (10^6 ft-lb)	Extrapolated Stopping Distance (ft)	Kinetic Energy at Brakes On (10^6 ft-lb)
372	1 May	21A	39,800	0	6.6	2,170	145/24	7,048	17.37	7,189	37.29
		21B	34,550	-1.7	9.8	2,157	132/25	5,387	14.42	5,571	26.55
373	2 May	22A	43,200	1.7	10.4	2,042	139/22	6,231	20.41	6,348	37.10
		22B	38,200	1.7	12.7	2,037	131/28	5,209	16.35	5,375	28.96
385	18 May	30A	43,000	-7.4	17.5	2,223	159/68	7,818	15.05	9,175	48.17
		30B	38,200	-5.5	20.0	2,226	142/28	6,921	17.45	7,082	33.97
		30C	34,200	-4.6	22.2	2,228	134/34	6,072	13.08	6,404	27.28
431	4 Sep	64A	43,250	0	11.6	2,302	142/21	7,116	20.41	7,192	38.57
		64B	38,150	0	16.7	2,302	133/20	5,910	16.53	6,008	29.73
		64C	34,350	0	19.4	2,302	127/21	5,561	12.58	5,654	24.55

Test No.	Standard Day Conditions: Acft Gross Weight (lb)	Brakes On (KTAS)	Stopping Distance (ft)	Kinetic Energy at Brakes On (10^6 ft-lb)	Pct Tire Wear Before Flight/After Flight L	R	Water Depth Before/After Landing (in.)
21A	40,000	147	7,396	38.37	0/14	0/14	0.09/0.02
21B	34,000	130	5,304	25.23			0.05/0.03
22A	43,000	141	6,488	37.98	14/25	14/21	0.06/0.03
22B	38,000	132	5,451	29.43			0.07/0.06
30A	43,000	150	8,217	42.83	36/43	30/43	0.07/0.02
30B	38,000	134	6,317	30.12			0.09/0.05
30C	34,000	127	5,713	24.21			0.08/0.03
64A	43,000	141	7,076	37.95	0/11	0/18	0.09/0.02
64B	38,000	131	5,829	28.85			0.09/0.05
64C	34,000	124	5,367	23.30			0.09/0.01

Table 13

MARK II ANTISKID, USAF TIRES, WET CONCRETE RUNWAY

Flt No.	Date (1973)	Test No.	Acft Gross Weight (lb)	Wind (kt)	Ambient Temp (deg C)	Pressure Altitude (ft)	Brake On/Brake Off Ground Speed (kt)	Distance Brakes On (ft)	Energy Absorbed by Brakes (10^6 ft-lb)	Extrapolated Stopping Distance (ft)	Kinetic Energy at Brakes On (10^6 ft-lb)
374	3 May	23A	43,500	-3.5	9.5	2,159	153/62	7,523	14.68	8,866	44.87
		23B	38,200	-3.5	13.4	2,159	140/24	7,209	16.33	7,417	33.23
		23C	34,200	-3.6	15.8	2,162	133/28	6,491	13.23	6,728	26.70
386	22 May	31A	40,350	-5.9	11.7	2,329	146/42	7,811	16.42	8,373	37.96
		31B	36,200	-6.7	14.0	2,322	138/26	7,193	15.40	7,389	30.55

Test No.	Standard Day Conditions: Acft Gross Weight (lb)	Brakes On (KTAS)	Stopping Distance (ft)	Kinetic Energy at Brakes On (10^6 ft-lb)	Pct Tire Wear Before Flight/After Flight L	R	Water Depth Before/After Landing (in.)
23A	43,000	149	8,347	42.20	25/36	21/30	0.06/0.01
23B	38,000	136	6,964	31.08			0.06/0.02
23C	34,000	128	6,227	24.61			0.07/0.04
31A	40,000	139	7,573	34.12	43/-	43/-	0.09/0.02
31B	36,000	130	6,569	26.96			0.04/0.04

Comparison of the USAF tire stopping performance with that of the other tires, figures 58 and 59, shows that for a gross weight of 38,000 pounds and at a kinetic energy corresponding to 130 KTAS, the stopping distance with the Mark II antiskid was 6,400 feet and with the Mark III system was 5,600 feet. These distances represent performance improvements of only 2 percent and 3 percent, respectively, when compared with that of the Standard tire.

The antiskid parameters for test 23B and test 30B are typical, respectively, of the Mark II and Mark III antiskid operation with the USAF tire, and are presented in figures B48 and B49. Figures 76 and 77 show the condition of tires after tests 23A, B, C and represent approximately 30- to 35-percent wear. These same tires were used on tests 21A and B and 22A and B. No wheel spindowns occurred during testing of this tire with the Mark II or Mark III antiskid systems.

The first attempt to test the USAF tires occurred a few days prior to test 21A and B, and resulted in the flat-spotted tires shown in figures 78 and 79. This was the first test with the Mark III system after the wheel speed indicators had been installed in the rear cockpit. The indicators showed no wheel speed during the taxi checkout but the test team thought the problem at that time was due to faulty indicator installation. Investigation revealed that no wheel speed information was available to the antiskid system during the test because the wheel speed sensors had not been installed correctly by maintenance personnel. The installation procedure in T.O. 1F-4E-2-5 says that the sensor is to be screwed into its hole in the brake housing until it bottoms lightly. After bottoming, the sensor is to be unscrewed 1-1/4 turns, with a tolerance of plus 1/4 turn and minus zero turns. The sensors, in this case, had been unscrewed approximately three turns too far or not screwed in far enough to begin with, resulting in no wheel speed pickup for the antiskid system. As a result, when the brakes were applied, the antiskid system sensed either no speed or a speed below its threshold of operation and allowed full brake pressure to be applied and held, causing the wheels to skid and lock up. The aircraft reaction during this incident is noteworthy. Unlike the results of test 10A where only one wheel was locked up, on this test after 4,000 feet of travel with both wheels locked up, the aircraft directional control had degraded to the point where the aircraft was deviating 10 degrees off the runway heading in a diverging lateral oscillation. This oscillation was evident from the pattern of the flat spot on the tires. When the brakes were released, however, directional control was immediately regained.

This incident vividly illustrates a problem with the available methods of checking the antiskid system operation. Neither the AN/AJM-18 antiskid test set nor the automatic checkout circuit of either antiskid system can be used to determine whether or not the sensors have been installed correctly. Both methods could indicate an operable system though antiskid protection might not be available. A procedure or method should be developed which would allow the pilot and/or crew chief to readily determine whether or not the antiskid sensors have been installed correctly. **(R 5)**

DUNLOP TIRE

Thirteen stopping tests were performed on a wet runway with the Dunlop tire; eight using the Mark II antiskid (table 14) and five using the Mark III antiskid (table 15). The standard day stopping performance and braking coefficient of friction data for these tests are presented in figures A65 through A68. Comparison of the results using the two antiskid systems (figure 80) shows that the stopping performance when using this tire was improved considerably by use of the Mark III antiskid system. At 43,000 pounds gross weight, the stopping distance was 1,350 feet shorter when the Mark III was used and, at 38,000 pounds gross weight, the stopping distance was 1,050 feet shorter. This represents a stopping performance improvement of 15 percent at both gross weights. Comparison of the Dunlop tire performance with that of the other tires (figures 58 and 59) shows that it was the worst performer with both antiskid systems. The stopping distance for an aircraft gross weight of 38,000 pounds and brake application true airspeed of 130 knots was 7,400 feet using the Mark II and 6,350 feet using the Mark III. This represents a degradation when compared with the Standard tire stopping performance of 12 percent and 10 percent, respectively. The average coefficient of friction developed with the Mark II antiskid/Dunlop tire combination varied from 0.02 at 120 knots groundspeed to 0.15 at 40 knots while that developed with the Mark III antiskid/Dunlop tire combination varied from 0.03 to 0.17.

Table 14

MARK II ANTISKID, DUNLOP TIRES, WET CONCRETE RUNWAY

Flt No.	Date (1973)	Test No.	Acft Gross Weight (lb)	Wind (kt)	Ambient Temp (deg C)	Pressure Altitude (ft)	Brake On/Brake Off Ground Speed (kt)	Distance Brakes On (ft)	Energy Absorbed by Brakes (10^6 ft-lb)	Extrapolated Stopping Distance (ft)	Kinetic Energy at Brakes On (10^6 ft-lb)
392	28 May	33A	40,350	-0.2	13.6	2,234	146/24	7,484	17.76	7,623	37.87
		33B	36,5[illegible]0	0.0	15.5	2,233	136/20	7,052	13.64	7,118	30.25
393	28 May	34A	43,200	0.3	24.0	2,234	152/143	--	Wheel Spindown	--	--
		34B	38,700	0.3	24.6	2,238	135/25	7,515	15.01	7,695	31.33
		34C	34,700	0.5	24.7	2,243	129/22	6,966	12.06	7,087	25.61
429	30 Aug	62A	42,900	-4.4	16.1	2,328	153/80	7,863	7.97	10,484	44.23
		62B	38,350	-3.2	17.1	2,332	147/67	7,799	6.08	9,493	36.55
430	31 Aug	63A	40,300	-6.8	15.0	2,376	152/92	6,825	4.07	10,231	41.45
		63B	36,350	-8.3	17.9	2,376	149/77	7,389	5.94	9,368	35.99

Test No.	Standard Day Conditions: Acft Gross Weight (lb)	Brakes On (KTAS)	Stopping Distance (ft)	Kinetic Energy at Brakes On (10^6 ft-lb)	Pct Tire Wear Before Flight/After Flight L	R	Water Depth Before/After Landing (in.)
33A	40,000	144	7,400	36.76	0/10	0/6	0.04/0.02
33B	36,000	135	6,791	28.88			0.06/0.02
34A	--	--	--	--	10/19	6/21	0.03/0.02
34B	38,000	131	7,105	28.93			0.09/0.03
34C	34,000	125	6,535	23.63			0.09/0.03
62A	43,000	147	9,771	41.04	0/19	0/19	0.09/0.04
62B	38,000	141	8,729	33.50			0.09/0.[illegible]2
63A	40,000	144	9,484	36.55	19/27	19/27	0.09/0.07
63B	36,000	139	8,227	30.57			0.09/0.05

Table 15

MARK III ANTISKID, DUNLOP TIRES, WET CONCRETE RUNWAY

Flt No.	Date (1973)	Test No.	Acft Gross Weight (lb)	Wind (kt)	Ambient Temp (deg C)	Pressure Altitude (ft)	Brake On/Brake Off Ground Speed (kt)	Distance Brakes On (ft)	Energy Absorbed by Brakes (10^6 ft-lb)	Extrapolated Stopping Distance (ft)	Kinetic Energy at Brakes On (10^6 ft-lb)
401	19 Jun	39A	43,850	0.5	14.0	2,148	147/51	7,638	14.58	8,429	41.88
		39B	38,950	0.2	17.0	2,143	137/20	7,219	15.47	7,309	32.42
		39C	35,200	0.7	22.6	2,141	123/18	5,787	13.01	5,854	23.67
402	20 Jun	40A	41,500	0.2	16.8	2,150	139/22	7,294	17.22	7,396	35.71
		40B	37,550	1.3	17.5	2,147	134/22	6,495	14.69	6,610	29.94

	Standard Day Conditions				Pct Tire Wear Before Flight/After Flight		
Test No.	Acft Gross Weight (lb)	Brakes On (KTAS)	Stopping Distance (ft)	Kinetic Energy at Brakes On (10^6 ft-lb)	L	R	Water Depth Before/After Landing (in.)
39A	43,000	146	8,162	40.27	19/23	21/25	---
39B	38,000	134	6,849	30.38			---
39C	36,000	123	5,962	24.12			---
40A	41,000	138	7,118	34.38	23/26	25/30	0.09/0.01
40B	38,000	135	6,755	30.65			0.09/0.04

The inconsistencies shown in the stopping performance data for the Mark II system can probably be attributed in part to water depth in one case and to wheel spindowns in general. For tests 33A and 33B, the procedure used to wet the test section was inadvertently altered from that used on all other tests. Inexperienced personnel drove the water trucks at a higher speed than that desired (11 MPH) when the test section was wetted. This resulted in less water being applied than was normal but was not indicated by the single water depth measurement made. For this reason, the data from these two tests were not considered when curves were faired to the rest of the test data.

Antiskid parameters for test 34B showing operation of the Mark II antiskid with the Dunlop tire are presented in figure B50.

On all of the Mark II antiskid tests with the Dunlop tire, except for tests 34B and test 62B, one wheel partially spun down immediately after brake application and stayed that way for varying lengths of time. These partial wheel spindowns are shown in figures B51 through B56. Except for test 34C, all recovered to full wheel speed without brake release. Brake pressure was released by the pilot when the spindown was noted on test 34C for about one second which allowed the wheel to spin back up to speed. The pilot reported that the right wheel may have been on the painted centerline of the runway when brakes were applied which could have contributed to wheel spindown in this case.

Figure B57 presents the results of test 34A on which a full wheel spindown occurred. The brakes were applied at a groundspeed of 152 knots and the aircraft gross weight was 43,200 pounds. The antiskid action is similiar to what happened with the Standard tire on tests 10A and 24A. However, in contrast to test 10A, the wheel was not allowed to lock up. The brake pressure was released by the pilot when the wheel reached zero speed.

Another fact to consider in evaluating the Mark II stopping performance data is the fact that the aircraft was in for Phase Inspection prior to test series 62 and 63. During this inspection, a new brake housing was installed on the left main landing gear of the aircraft as well as new grip tubes for the pistons in the right brake housing. What effect these changes had, if any, on these two tests series as well as all those that followed is unknown.

Test 39A was significant in that it was the only test using the Mark III antiskid on which a partial wheel spindown occurred. The antiskid parameters for this test are shown in figure B58. From this data, one can see that the left wheel skidded to almost half value when brakes were applied. The important thing to note, however, is that, unlike the Mark II system, the Mark III antiskid system did not aggravate the situation by contributing to further spindown and possible wheel lockup, but allowed the wheel to eventually recover. This can be attributed to the difference in the control logics of the antiskid systems. Since the Mark III antiskid compared the wheel speed to a predicted aircraft velocity and tried to maintain a constant difference, or slip velocity, the brake pressure was not reapplied when a skid occurred until the wheel speed had recovered to almost aircraft velocity.

The condition of the tires used for tests series 33, 34, 39, and 40 is shown in figures 81 and 82, and represents a tire wear of 26 and 30 percent.

WATER ONLY TESTS

Two landing test series were performed to determine the effect on the aircraft stopping performance, if any, of having the organic fire-fighting foam in the mixture used to wet the test section. These tests were all done using the Mark III antiskid system. Three landings (tests 38A, B, and C) were done using the BFG tire, and another three landings were done using the Standard tire (tests 65A, B, and C). The wetting procedures used were the same as those used during all other testing. Prior to each test series, however, the test section was washed down to remove any residual foam from previous tests. The standard day stopping performance and friction coefficient data are presented in figures A69 through A72.

The results of these tests, when compared with the results of the equivalent foam/water mixture tests (figures 83 and 84), proved to be inconclusive. At an aircraft gross weight of 38,000 pounds, using water only to wet the test section, a 600-foot increase in stopping distance resulted with the BFG tire; whereas, with the Standard tire there was a 450-foot decrease in stopping distance. This reversal in results can probably be attributed to the effects of tire wear. The BFG tires used for the water only tests were approximately 35 percent worn compared with the approximately 15-percent worn tires used on the tests where a foam/water mixture was used. This could explain the longer stopping distance with the BFG tire. The Standard tires used for the water only tests, however, were almost new tires compared with those used on the foam/water mixture tests that had a tire wear of 25 to 35 percent. This difference could explain the shorter stopping distance with the Standard tire.

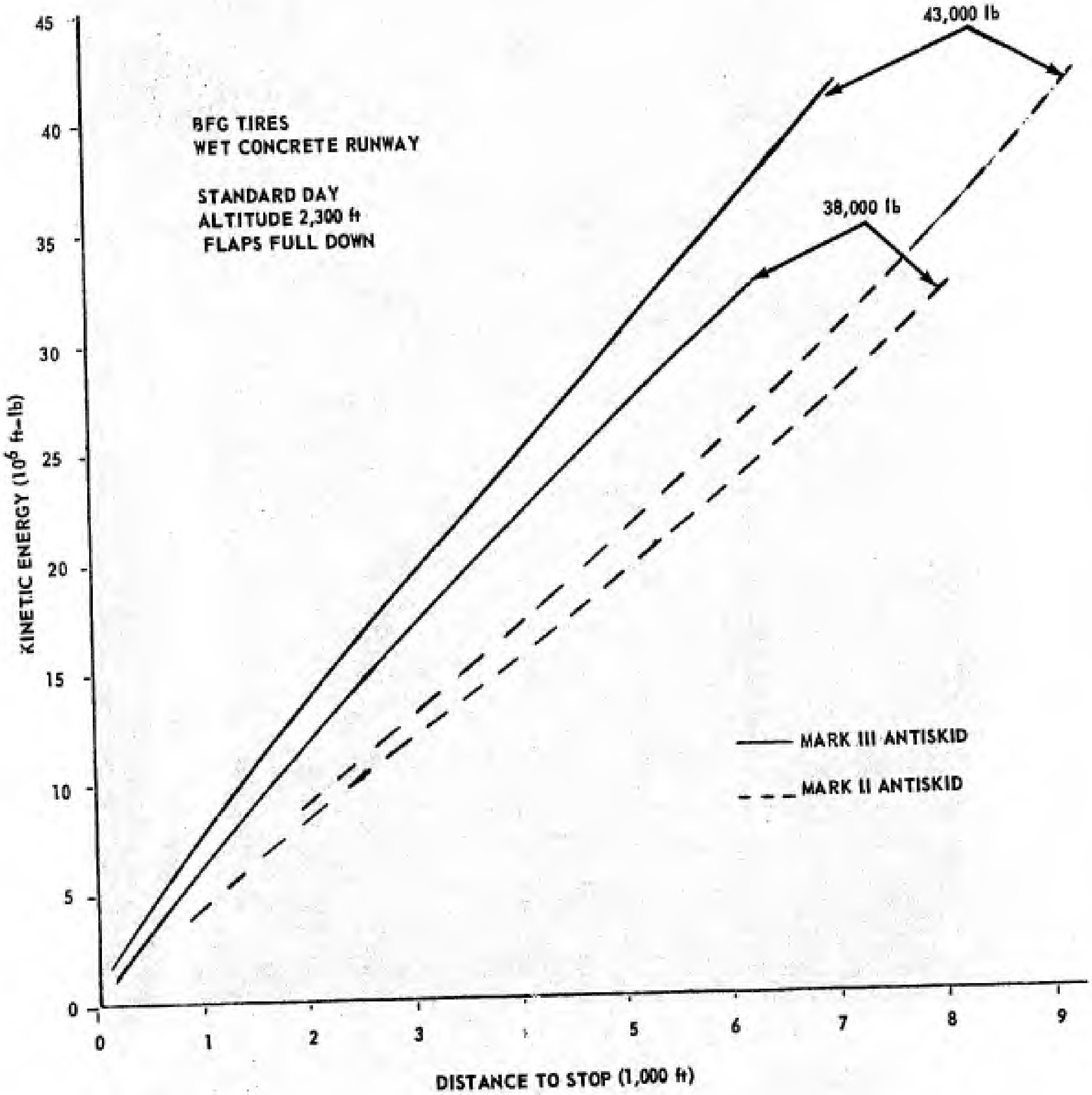


Figure 72 BFG Tire Performance

Figure 73 Right BFG Tire (After Test Series 17 & 18)

Figure 74   Left BFG Tire (After Test Series 17 & 18)

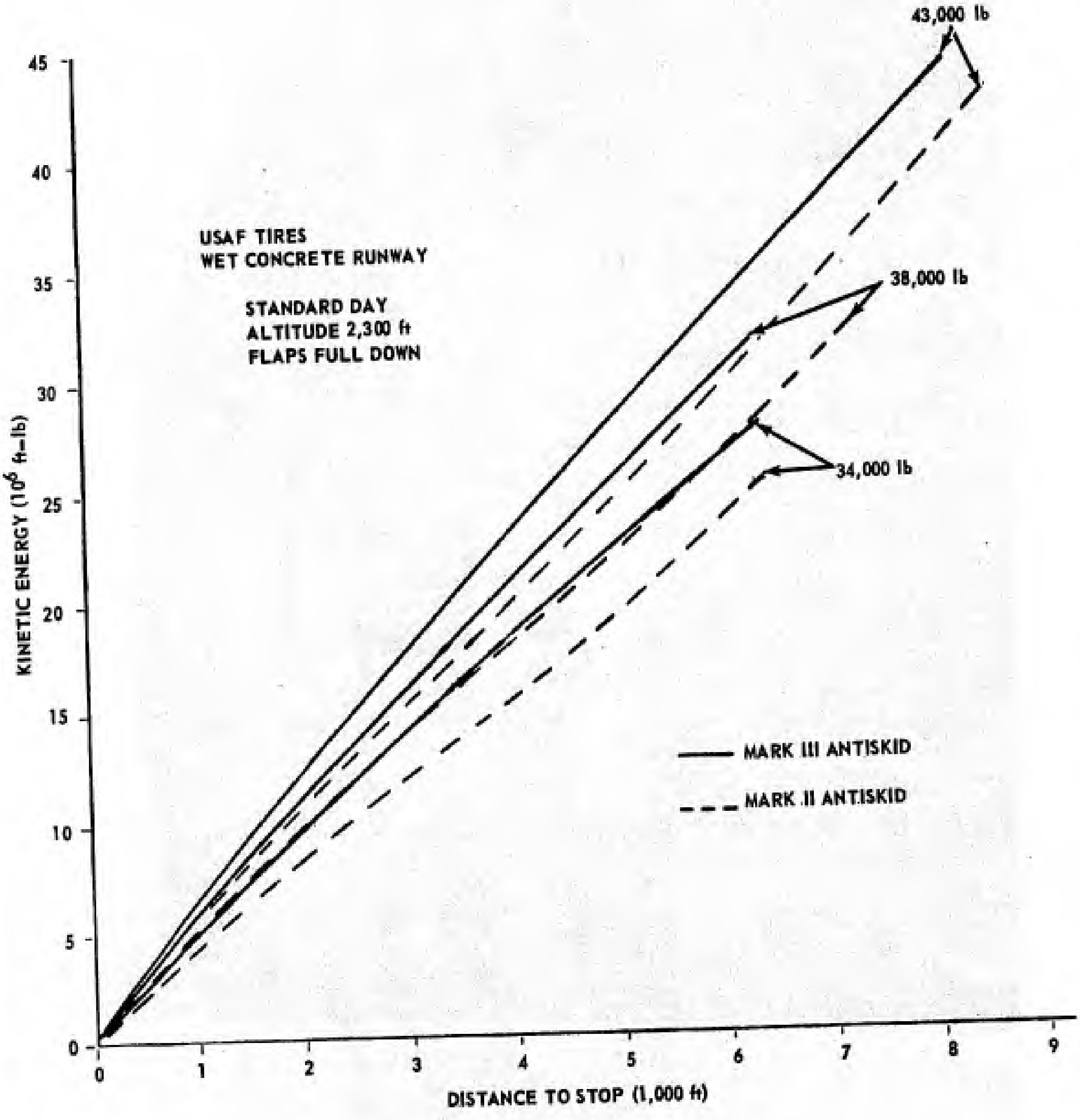


Figure 75 USAF Tire Performance

Figure 76 Right USAF Tire (After Test Series 21, 22, & 23)

Figure 77 Left USAF Tire (After TestSeries 21, 22, & 23)

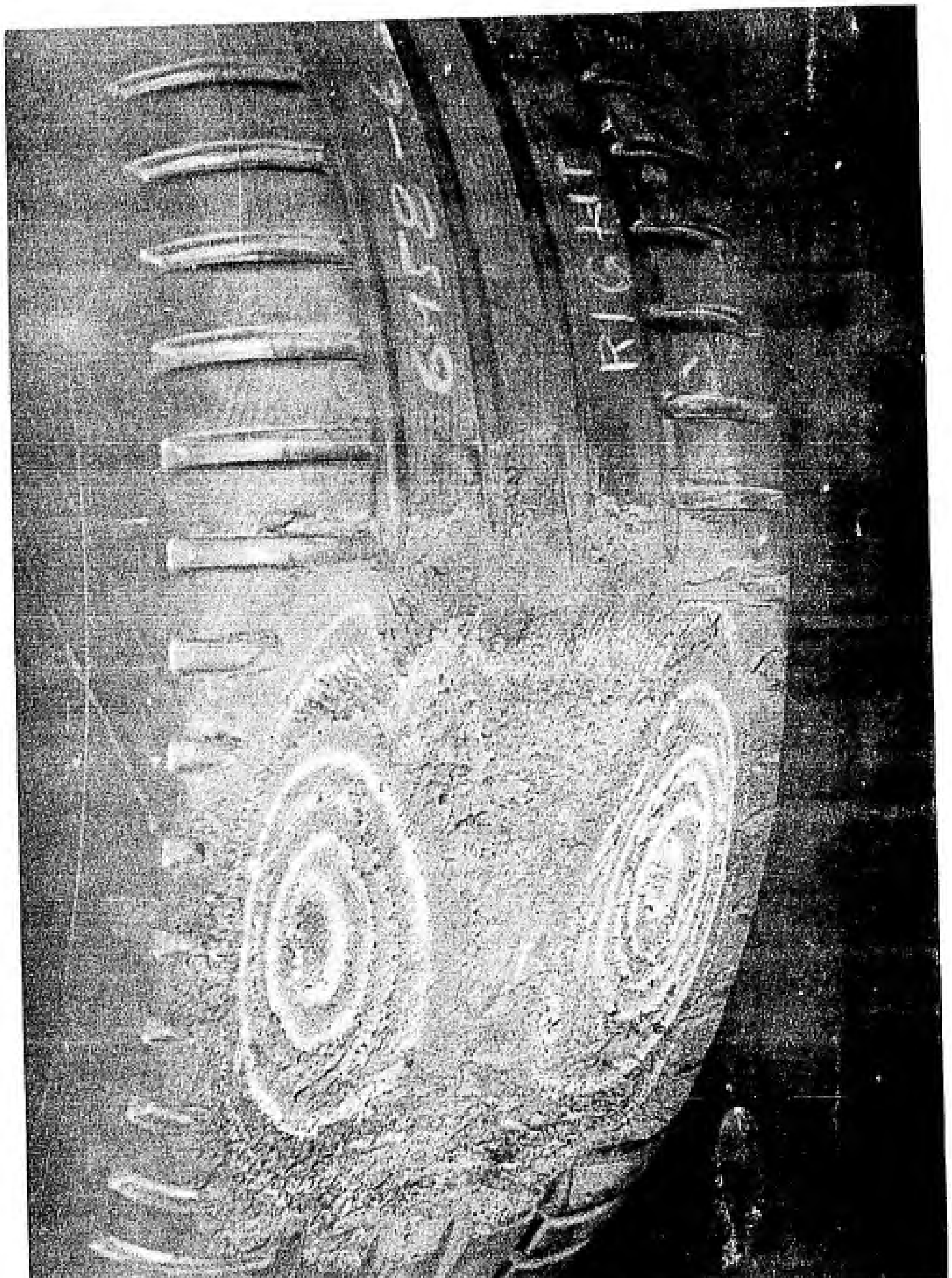


Figure 78 Right Tire (After Lock-up)

Figure 79 Left USAF Tire (After Lock-up)

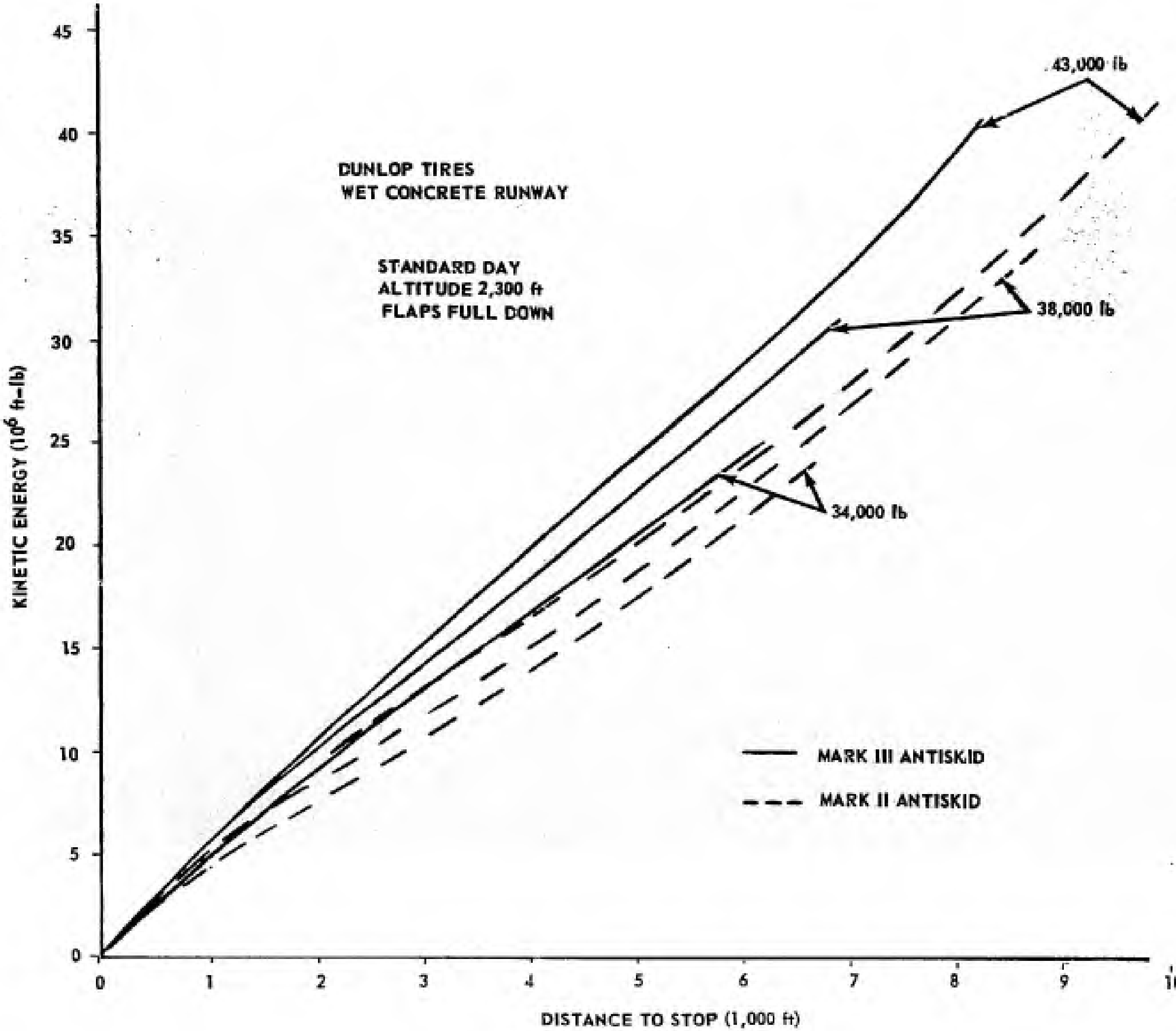


Figure 80 Dunlop Tire Performance

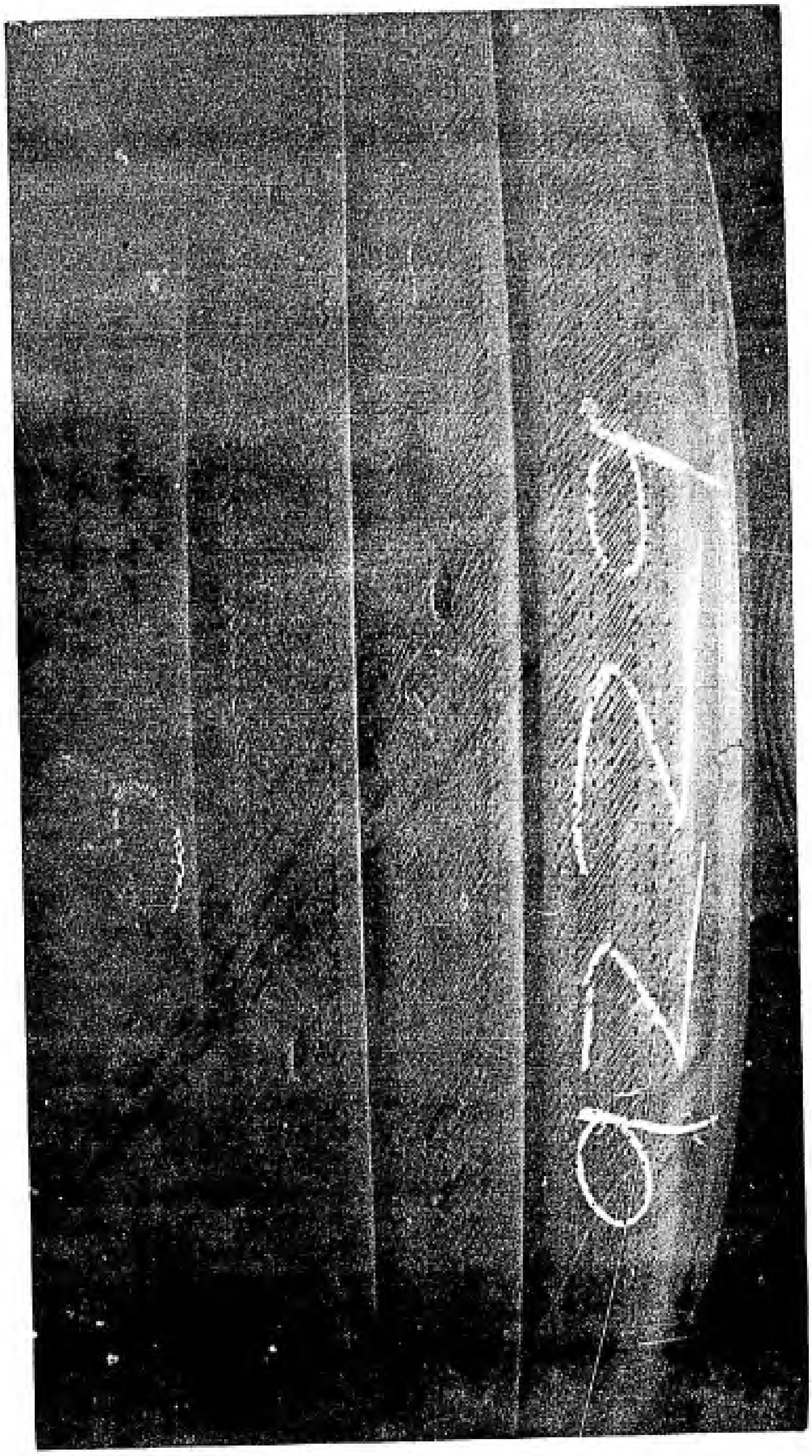


Figure 81 Right Dunlop Tire (After Test Series 33, 34, 39 & 40)

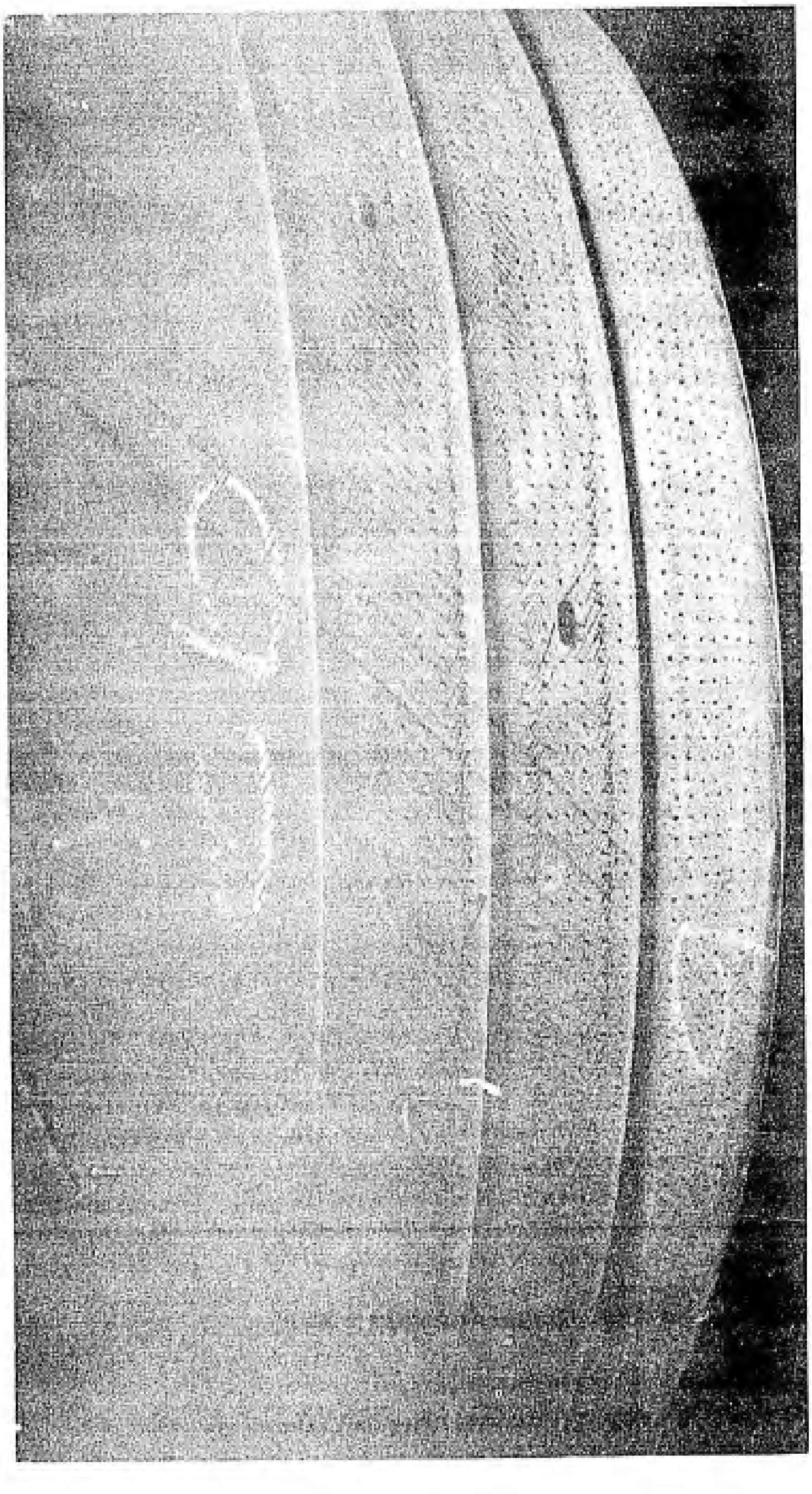


Figure 82 Left Dunlop Tire (After Test Series 33, 34, 39 & 40)

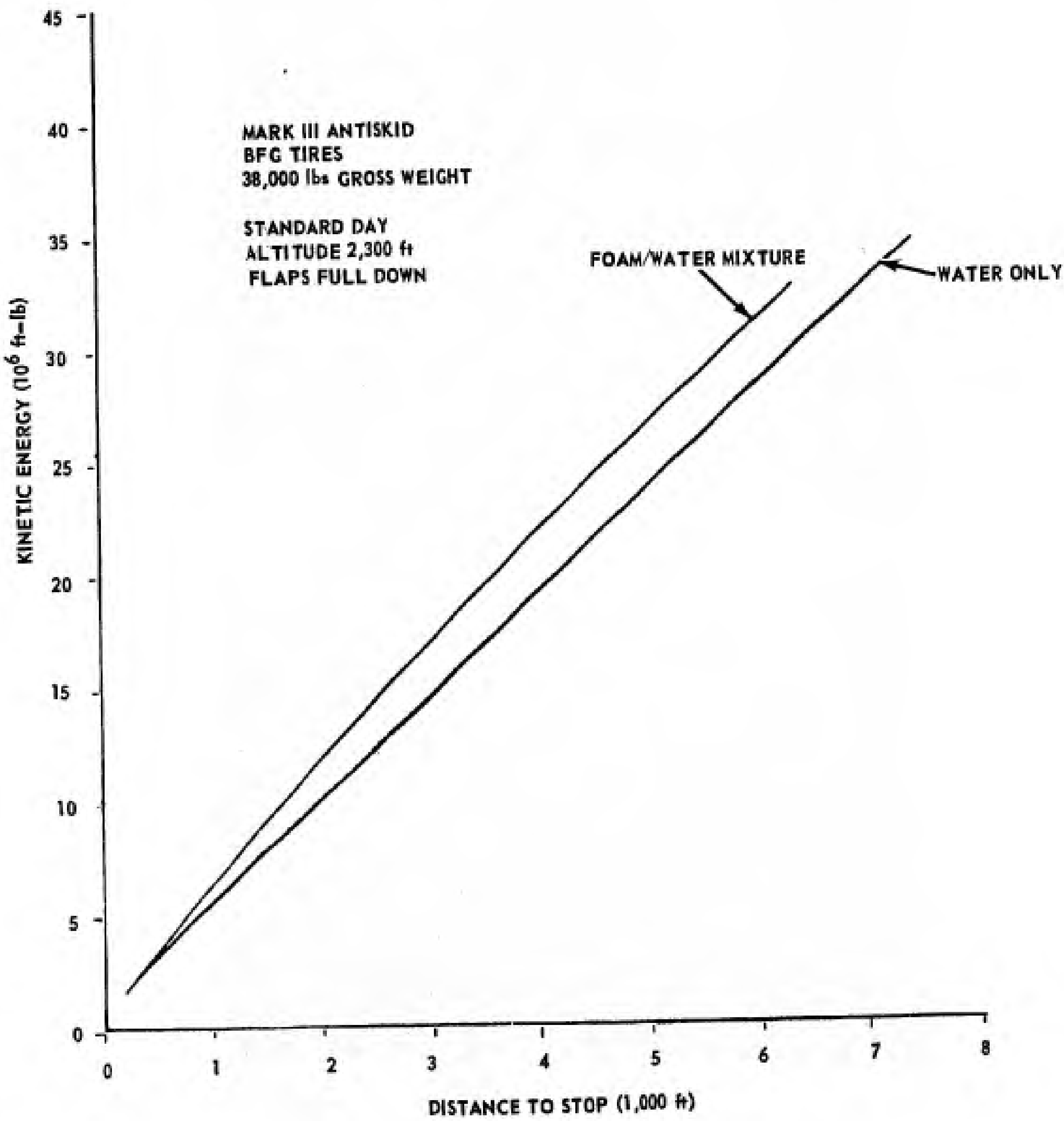


Figure 83 BFG Tire/Water Only Comparison

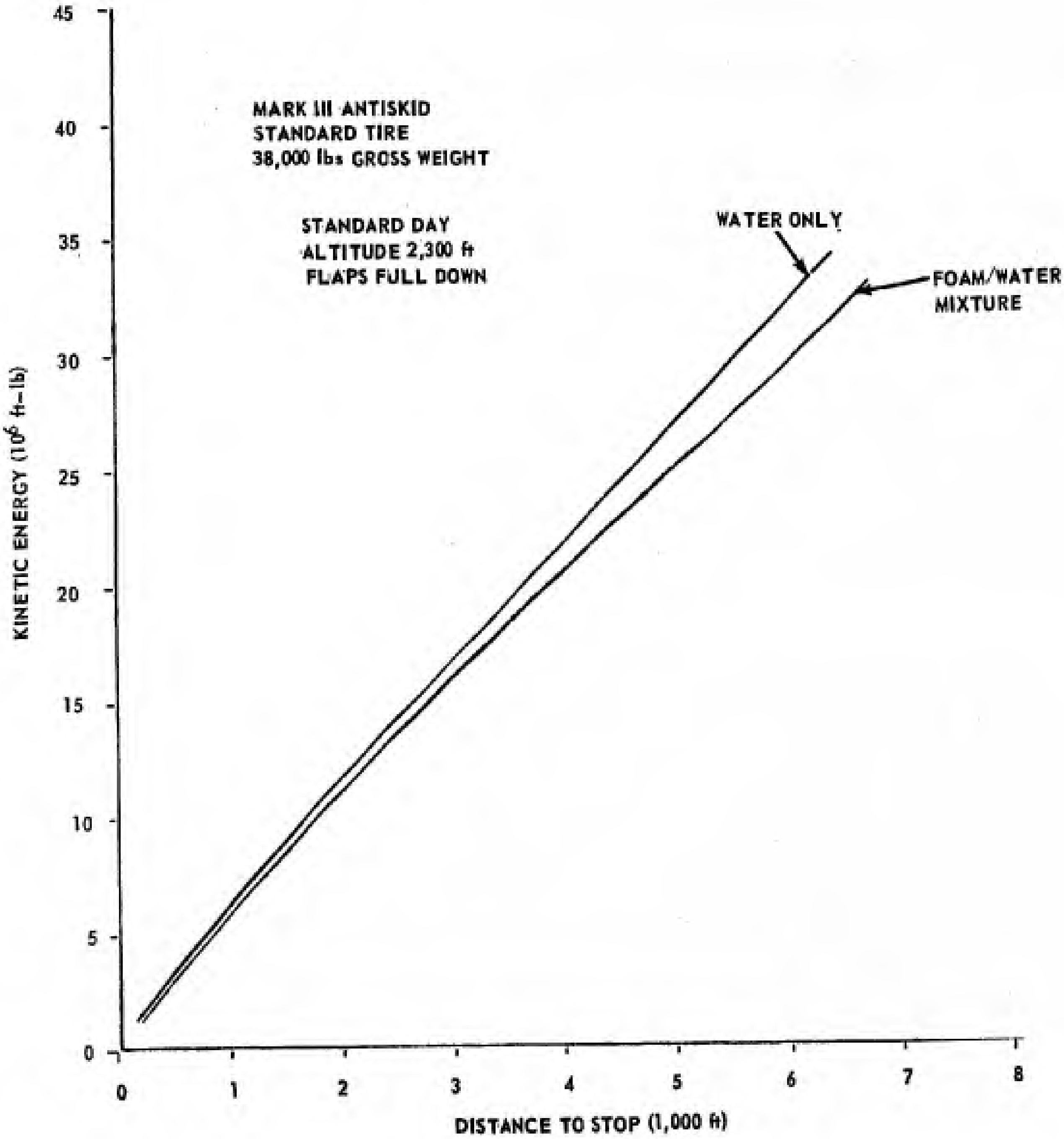


Figure 84 Standard Tire/Water Only Comparison

CONCLUSIONS AND RECOMMENDATIONS

The Mark III antiskid system provided an improvement in wet runway stopping performance with all five tire tread designs that were tested when compared with that of the Mark II antiskid system with the same tire tread designs. With the Mark III antiskid system, all five tire tread designs outperformed the Mark II/Standard tire combination. Wheel spin-downs which could lead to serious locked wheel problems were noted at high brake application groundspeeds with the Mark II antiskid system on wet runways.

The Sommers tire tread design provided the best stopping performance of all the tires tested. The improvement in stopping performance resulting from use of the Sommers tire was so significant that both the Mark II/Sommers tire and Mark III/Sommers tire combinations outperformed all other antiskid/tire combinations tested. The wet runway stopping performance was degraded when worn tires were used with either antiskid system. This degradation was substantial with the Sommers tire, which resulted in no difference between the stopping performance of the Sommers tire and Standard tire when both tires were worn.

Varying the touchdown sink rate affected the wheel spinup times on a wet runway. Brake application before full wheel spinup with the Mark III antiskid system had no significant effect on the wet runway stopping performance. The results of no-flap and half-flap landing configuration stopping performance tests were inconclusive.

Pilot evaluation of the pilot-selectable, two-mode authority, nosewheel steering system showed that aircraft control, when the ± 15 degrees mode was used during takeoffs and landings, was unchanged compared to the production (± 70 degrees only) steering system. The pilot also noted no change in the control effort required. Having two steering modes was considered advantageous; however, separate pilot selectability of the steering mode was believed to be unacceptable from a safety standpoint. The pilot observed no difference in the performance characteristics of the three new nosewheel tire tread designs when compared with the Standard nosewheel tire.

Partial spindowns, lasting from a few seconds to almost the entire braking run, of one or both wheels at brake application occurred on many of the tests with the Mark II antiskid system when brakes were applied at high groundspeed. On one test with the Standard tire, at brake application one wheel gradually spun down to zero speed and remained locked for the entire braking run. Because of this fact, brakes were not applied during the sink rate tests with the Mark II antiskid system until the wheels had fully spun up. Results from the Mark III sink rate tests showed that the pilot was capable of applying brakes before full wheel spinup. Because the wheel lockup occurred, wheel speed indicators were installed in the rear cockpit of the aircraft, and testing of the Mark II antiskid continued safely. Having the wheel speed indicators in the aircraft prevented a locked wheel from occurring when one wheel spun down to zero speed on three more occasions. The spindowns occurred even with a correctly functioning Mark II antiskid system and, in fact, resulted from antiskid action. This fact is contrary to Flight Manual statements. The so-called "locked wheel" detection circuitry of the Mark II system did not prevent the four gradual spin downs to zero speeds from occurring. The name of this circuit is misleading since its designed function is only to release brake pressure when the wheel decelerates faster than 120 radians/second^2.

1. The following should be added to the Flight Manual under the CAUTION at the end of the Wet or Icy Runway Landing paragraph on page 2-28 (page 79):

   > Avoid using brakes above 130 knots on a wet or icy runway. When friction levels are low, it is possible, even with a correctly functioning antiskid, for one or both wheels to partially spin down or lock up when brakes are applied at high speeds.

2. The sentence in the Wet or Icy Runway paragraph on page 2-28 of the Flight Manual which states, "The antiskid system protects against a locked wheel and can effectively and safely produce the maximum deceleration possible for the existing runway conditions.", should be deleted and replaced by, "Use of the antiskid system can produce the maximum deceleration possible for the existing runway conditions." (page 78).

3. A new name should be given to the Locked Wheel Detection circuit of the Mark II antiskid system, and all references to it in T.O. 1F-4E-2-5 should be changed to reflect the new designation (page 78).

4. Cockpit installed wheel speed indicators should be used, where practical, on future braking tests (page 78).

On one occasion both tires were flat-spotted because the wheel speed sensors had not been installed correctly. This incident illustrates a problem with the available methods of checking the antiskid system operation. Neither the AN/AJM-18 antiskid test set nor the automatic checkout circuit of either antiskid system can determine whether or not the sensors have been installed correctly.

5. A procedure or method should be developed which would allow the pilot and/or crew chief to readily determine whether or not the antiskid sensors have been installed correctly (page111).

Reductions in pilot-metered pressure to the antiskid control valve resulted in a considerable reduction in pressure to the brake; and, in some instances, the brake pressure was reduced to zero. These inadvertent reductions occurred during the braking run on six tests, two with the Mark II and four with the Mark III. This phenomenon was not an abnormal operation of either antiskid system, but resulted from the requirement for a differential braking capability and from the gain characteristics of the antiskid control valve. To achieve maximum antiskid braking, the pilot had to apply maximum pilot-metered brake pressure to both brakes. This is contrary to statements in the Flight Manual.

6. The section of the Wet or Icy Runway Landing paragraph on page 2-28 of the Flight Manual which states, "If maximum deceleration is desired, sufficient brake pressure must be applied to keep the antiskid system active. For this purpose any amount of excess pedal displacement is satisfactory, up to and including full deflection.", should be deleted, and the following NOTE should be inserted at the end of the same paragraph (page108):

NOTE

> If maximum deceleration is desired, full brake pedal deflection is required. It is not sufficient to only apply enough brake pressure to keep the antiskid system active.

The antiskid control valve was changed at the beginning of the test program when it was suspected that it was out of tolerance. Subsequent calibration showed that it was slightly out of tolerance on the low pressure side of the specification curve. The difference in calibration between the two antiskid control valves had no discernible effect on the dry runway stopping performance of the Standard tire with either antiskid system; however, changing the valve did improve the wet runway stopping distance. Antiskid control valves with calibrations on the extremes of the tolerance band appeared to have a significant effect on wet runway stopping performance.

7. Further tests should be accomplished to better define the affects that antiskid control valves with calibrations on the extremes of the tolerance band have on wet runway performance (page 80).

Hydro-aire engineers "tuned" the Mark III antiskid system after four dry runway and three wet runway test landings. Tuning consisted of slightly adjusting the control box circuits to better match the F-4 hydraulic system. This "tuning" had no discernible effect on either the dry or wet runway stopping performance.

Having one new stator in each brake assembly during one dry runway test resulted in a considerably longer stopping distance. To avoid the effect on the antiskid operation shown on this test, a procedure of "burning-in" new brake parts was adopted for use during the test program. Completely new brakes had been installed for two wet runway test series and were deliberately not "burned-in". The results showed considerably longer stopping distances and significant delays in wheel spinup times. Not "burning-in" new brake parts appeared to cause a substantial degradation in both the wet and dry runway stopping performance.

8. A procedure should be developed and used to "burn-in" new brake parts whenever they are installed (page 59).

On two occasions while the aircraft was on jacks, a force of 100 to 110 pounds was required at the outer radius of the tire to rotate the wheel. On the first occasion, unacceptable wear and warpage was found for a number of brake discs. However, the second time the measurement was made, all the brake parts were within wear and warpage limits. The tire/pavement friction coefficient required, at high speed and low aircraft gross weight, to overcome this high internal friction would be significant when compared with the coefficient of friction generated during braking at high speeds on a wet runway. The high internal friction in the wheel brake assembly could result even if the brake parts were within established warpage limits. It could significantly effect wheel spinup on a wet runway and contribute to wheel spindowns with either antiskid system.

9. The problem of high internal friction in the wheel brake assembly should be investigated further (page109).

During one test landing, a small amount of brake pressure was unintentionally applied at touchdown causing the wheel spinup to be delayed. On one test done inflight, significant pilot-metered brake pressures occurred when the pilot exercised full left and right rudder pedal travel with the balls of the feet on the rudder bar. These results indicated that it was possible to unintentionally apply brake pressure while operating the rudder.

The +15 degrees mode of the pilot-selectable, two-mode authority, nosewheel steering system was used for all test takeoffs and landings, while the +70 degrees mode was used for all taxi operations. A two-position toggle switch was used to select the desired mode of steering. Procedures were developed and checklist items devised for the test program to insure that the switch was in the correct position. It would be easy to forget to change the switch position, which could result in accidents during taxi operations. Therefore, for normal flight operations, the switch logic of the nosewheel steering system tested was unacceptable from a safety standpoint.

10. If a two-mode authority, nosewheel steering system is used on the F-4 aircraft, a separate steering mode select switch should not be used. The system should be wired such that the ± 15 degrees steering mode would be available when the antiskid control switch is in the ON position and the ± 70 degrees steering mode would be available when the antiskid control switch is in the OFF position. Use of nosewheel steering should still be controlled by the nosewheel steering button on the control stick grip. For situations when operation of the antiskid system is not desired, but the ± 15 degrees steering authority is desired, the system should be wired such that use of the paddle switch on the control stick to drop out the antiskid system would not drop out the ± 15 degrees steering mode (page 51).

The USAF and BFG nosewheel tire tread designs incorporated grooves on the shoulder of the tire. During the wet runway tests, the water spray pattern off these tires was very low with respect to the ground. This effect could have application on aircraft with a water ingestion problem.

11. The USAF and BFG nosewheel tire tread designs should be evaluated as a possible method of preventing water ingestion (page 51).

Dry runway tests were done with only the Standard tire and BFG tire. There was a slight improvement in the dry stopping performance with both tires when the Mark III antiskid system was used. The BFG tire, however, had a degraded stopping performance with both antiskid systems when compared with that of the Standard tire. The wear on both the Standard tire and the BFG tire resulting from the dry runway maximum performance stops appeared to be more severe when the Mark III antiskid system was used. However, the BFG tire wear on the dry runway was excessive with both antiskid systems.

12. If the BFG tire tread design is considered for use in the field, further wear tests should be made (page 61).

A modified AN/AJM-18 test set and T.O. 1F-4E-2-5 procedures were used to checkout the antiskid system whenever it was changed. On one occasion, replacement of a good antiskid control valve was indicated when the problem was actually caused by the emergency braking system being in the actuated position while the checkout was made. On other occasions, checking the antiskid system connectors for bent pins and correct connection avoided replacement of good antiskid control boxes. In these instances, as well as other times during the test program, the published T.O. procedures for brake assembly and operational checkout of the antiskid and brake system proved to be inadequate.

13. The following NOTE should be added under the ANTISKID CONTROL VALVE CHECK prior to procedure 3a in paragraph 4-31, Antiskid System Operational Checkout, of T.O. 1F-4E-2-5 (page 32):

NOTE

Before proceeding, check the EMERGENCY BRAKE CONTROL VALVE and reset, if necessary.

14. The following NOTE should be added under the ANTISKID CONTROL BOX CHECK prior to procedure 4a in paragraph 4-31, Antiskid System Operational Checkout, of T.O. 1F-4E-2-5 (page 33):

NOTE

> When the remedy for abnormal indication requires replacement of the control box, check all electrical connections in the antiskid system for bent pins and faulty connection before effecting the replacement.

15. Better overall procedures and/or equipment should be developed for the brake and antiskid system assembly and operational checkout. The procedures and/or equipment developed should address both the preflight checkout and assembly and checkout after any brake/antiskid system components are disturbed for replacement or other maintenance actions (page 33).

A temperature measurement was made on one stator in each brake stack and displayed in the rear cockpit. This was done initially to ensure that the brakes were cool enough before landing for good stopping performance data and that enough energy absorbing capability remained after a maximum braking stop to safely accomplish an aborted takeoff. The cockpit display also provided a valuable means of monitoring what was going on within the brakes.

16. Measurement of the brake temperature with a cockpit display should be considered for use on all future brake, antiskid, and/or stopping tests (page 43).

Potentiometers attached to each main landing gear scissor were used for measuring strut displacement in an attempt to determine the normal force on each main gear. Because of the shock loads and vibrational environment, they repeatedly broke and slipped out of calibration. In addition, the range of measurement was too small for this type of instrumentation, and the measurement was also highly dependent upon strut servicing and damping characteristics. As a result, this type of instrumentation and technique proved to be inadequate.

17. The technique of measuring strut displacement to determine the main landing gear loads and the use of potentiometers to make the measurement should not be used on future F-4 flight test programs (page 46).

REFERENCES

1. Proposal for Nosewheel Steering and Skid Control Design, Instrumentation and Technical Support, MDC A1406, McDonnell Aircraft Company, St. Louis, Missouri, 12 November 1971. UNCLASSIFIED

2. T.O. 1F-4C-1, Flight Manual, USAF Series F-4C, F-4D, and F-4E Aircraft, 15 August 1973. UNCLASSIFIED

3. T.O. 1F-4E-2-5, Landing Gear and Related Systems, USAF Series F-4E Aircraft, 1 March 1972, changed 1 October 1973. UNCLASSIFIED

4. Anderson III, Leslie B., Captain USAF, German F-4F Evaluation, AFFTC Technical Letter Report, Air Force Flight Test Center, Edwards AFB, California, September 1973. CONFIDENTIAL

5. Herrington, Russel M., Major USAF, et al., Flight Test Engineering Handbook, AF Technical Report No. 6273, Air Force Flight Test Center, Edwards AFB, California, May 1951, revised January 1966. UNCLASSIFIED

APPENDIX A
DATA REDUCTION AND PLOTS

DATA REDUCTION

Stopping Distance, Airspeed, and Kinetic Energy:

The extrapolated stopping distances were reduced to standard day, no-wind conditions at 2,300 feet pressure altitude (runway elevation of Edwards AFB). The standardization methods were based on reference 5[5].

The equation used to correct to the no-wind condition was:

$$S_{g_t} = S_{g_{t_w}} \left(1 + \frac{V_w}{V_g}\right)^{1.85}$$

where:

S_{g_t} = test day stopping distance, corrected for wind (ft)

$S_{g_{t_w}}$ = test day stopping distance, not corrected for wind (ft)

V_w = component of wind along the runway, headwind (+), tailwind (-) (fps)

V_g = test day brake application groundspeed (fps)

The test day no-wind stopping distances were then corrected to standard day conditions using the following equation:

$$S_{g_s} = S_{g_t} \frac{\sigma_t}{\sigma_s} \left(\frac{W_s}{W_t}\right)^2$$

where:

S_{g_s} = standard day stopping distance at 2,300 feet, corrected for wind (ft)

σ_t = test day density ratio (dimensionless)

σ_s = standard day density ratio at 2,300 feet (dimensionless)

W_t = aircraft test gross weight (lb)

W_s = aircraft standard gross weight (lb)

[5] Herrington, Russel M., Major USAF, et al., Flight Test Engineering Handbook, AF Technical Report No. 6273, Air Force Flight Test Center, Edwards AFB, California, May 1951, revised January 1966. UNCLASSIFIED

The test day true airspeed was corrected as follows:

$$V_{t_s} = (V_g + V_w)\left(\frac{W_s}{W_t}\frac{\sigma_t}{\sigma_s}\right)^{1/2}$$

where:

V_{t_s} = standard day true airspeed at 2,300 feet (or standard day no-wind groundspeed)

The standard day and test day kinetic energies were calculated as follows:

$$E_s = \frac{W_s}{2g}(V_{t_s})^2 \quad \text{(ft-lb)}$$

$$E_t = \frac{W_t}{2g}(V_g)^2 \quad \text{(ft-lb)}$$

Braking Force, Coefficient of Friction, and Absorbed Brake Energy:

The braking force was calculated by summing forces as follows:

$$F_{BR} = Fn_I - \left(\frac{W_t}{g}\right) a - D - \mu r_n N_n$$

where:

F_{BR} = braking force (lb)

Fn_I = net idle thrust, total (lb)

a = aircraft acceleration from phototheodolite data (fps per sec)

D = aircraft drag (lb)

μr_n = rolling coefficient of friction; assumed to be 0.015 (dimensionless)

N_n = normal force of the nose gear (lb)

g = acceleration of gravity (32.2 ft/sec^2)

The coefficient of friction between the aircraft tires and the runway was calculated using the following equation:

$$\mu_{BR} = \frac{F_{BR}}{N_m} = \frac{F_{BR}}{(W_t - L - N_n)}$$

where:

μ_{BR} = braking coefficient of friction (dimensionless)

N_m = normal force on the main landing gear (lb)

L = aircraft lift (lb)

The total energy absorbed by the brakes was calculated by summing, from brake application to brake release, the brake energy absorbed from one data point to the next. The incremental energy was calculated using the following equation:

$$\Delta E_{BR} = F_{BR} \Delta S$$

where:

ΔE_{BR} = energy absorbed by both brakes during deceleration from one data point to the next (ft-lb)

ΔS = the distance travelled by the aircraft from one data point to the next (ft)

Idle Thrust, Lift, and Drag:

The net idle thrust as a function of true airspeed used for data reduction was provided by MCAIR and is shown in figure A73. The lift and drag values used in the data reduction were calculated from coefficients of lift and drag versus angle of attack (C_L and C_D versus α) curves provided by ASD and shown in figures A74 and A75.

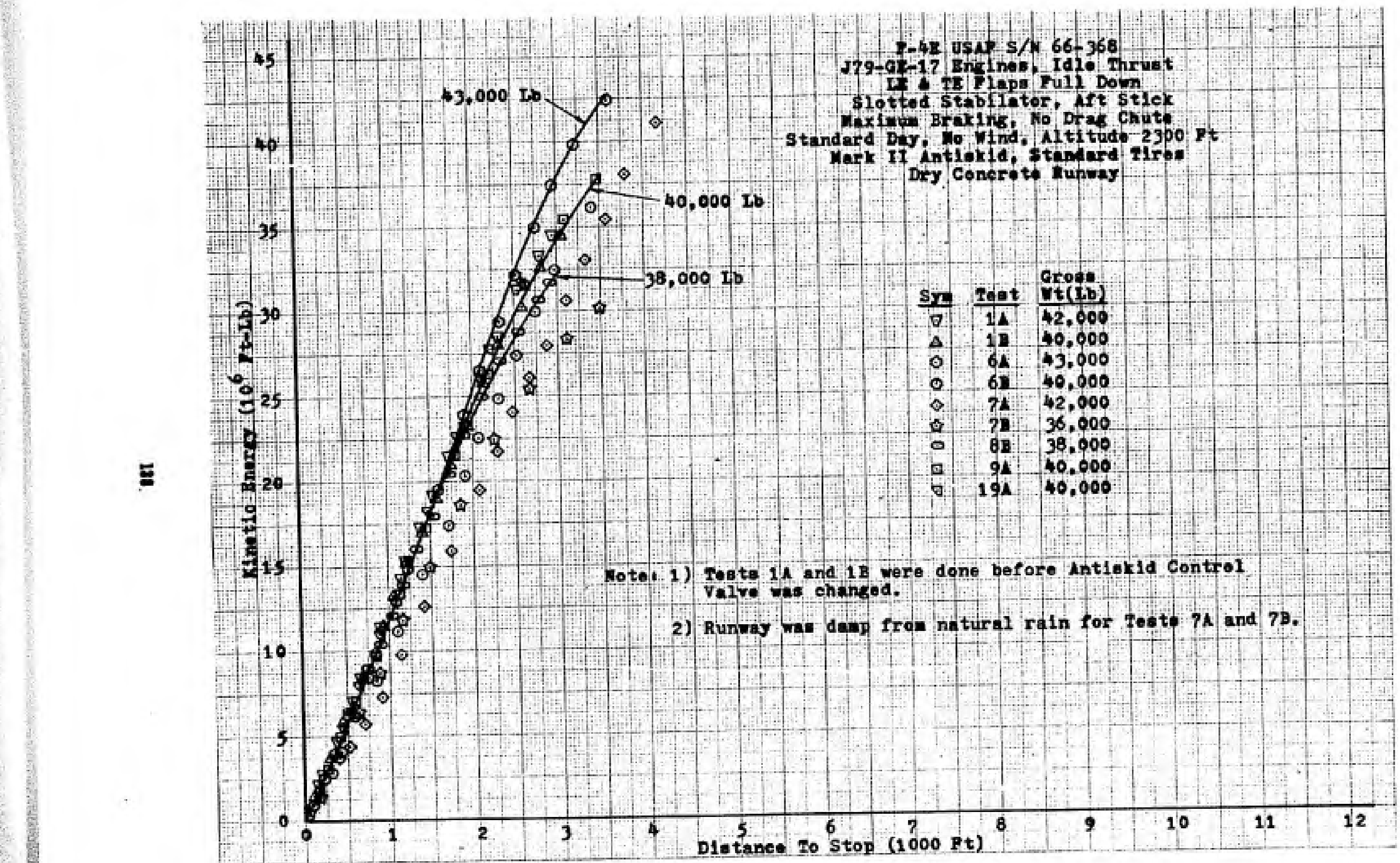


Figure A1 Stopping Performance

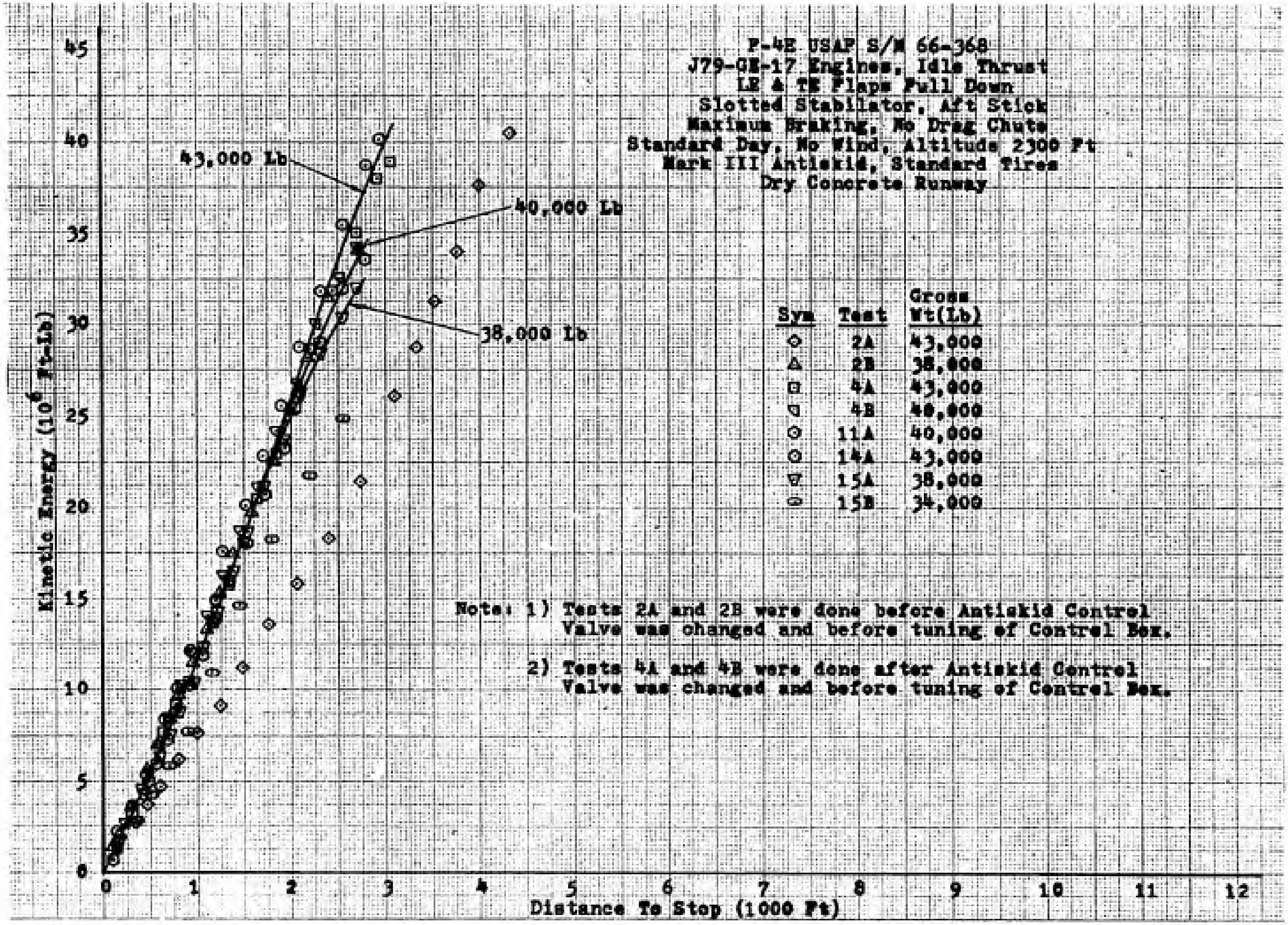


Figure A2 Stopping Performance

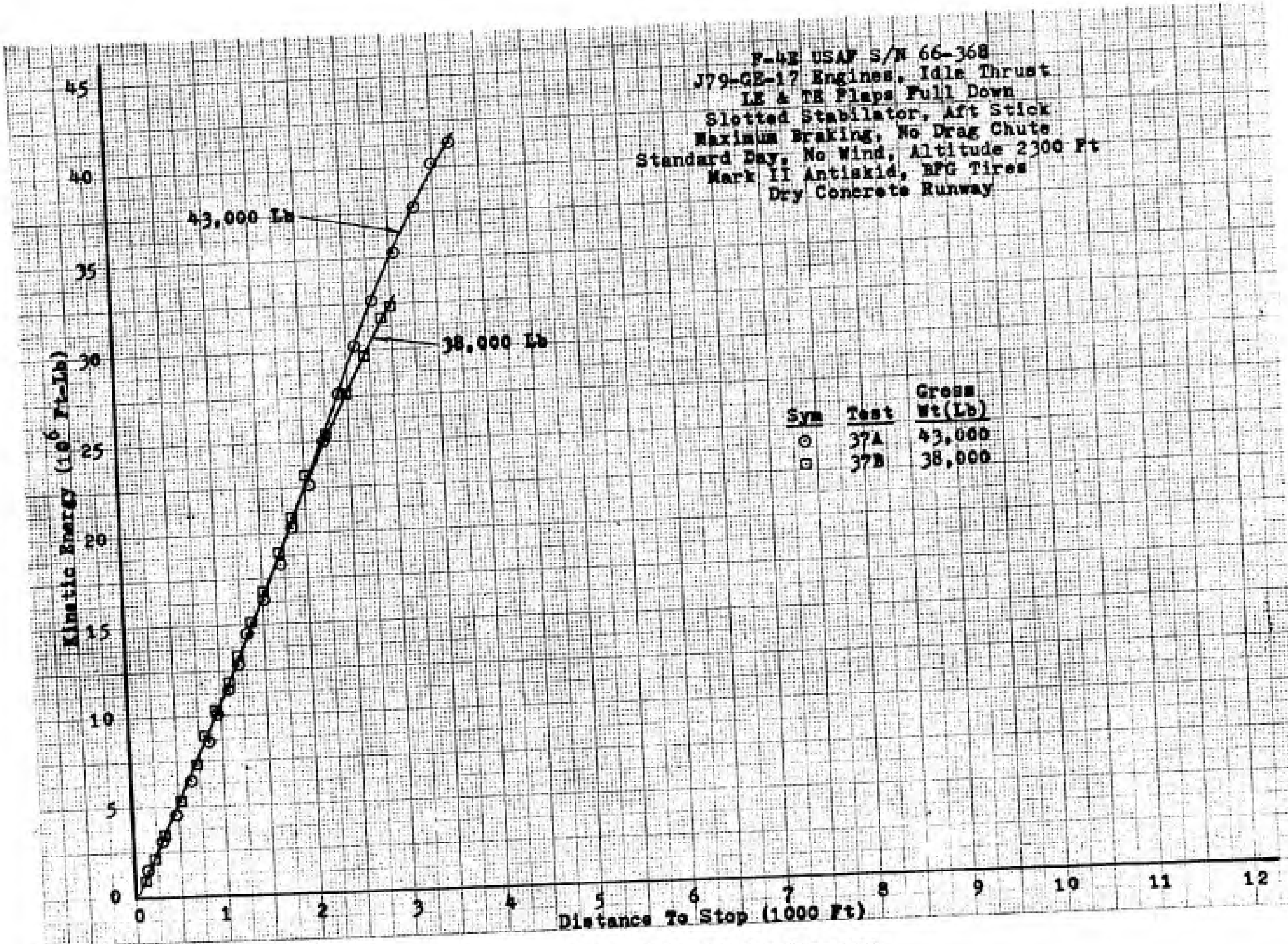


Figure A3 Stopping Performance

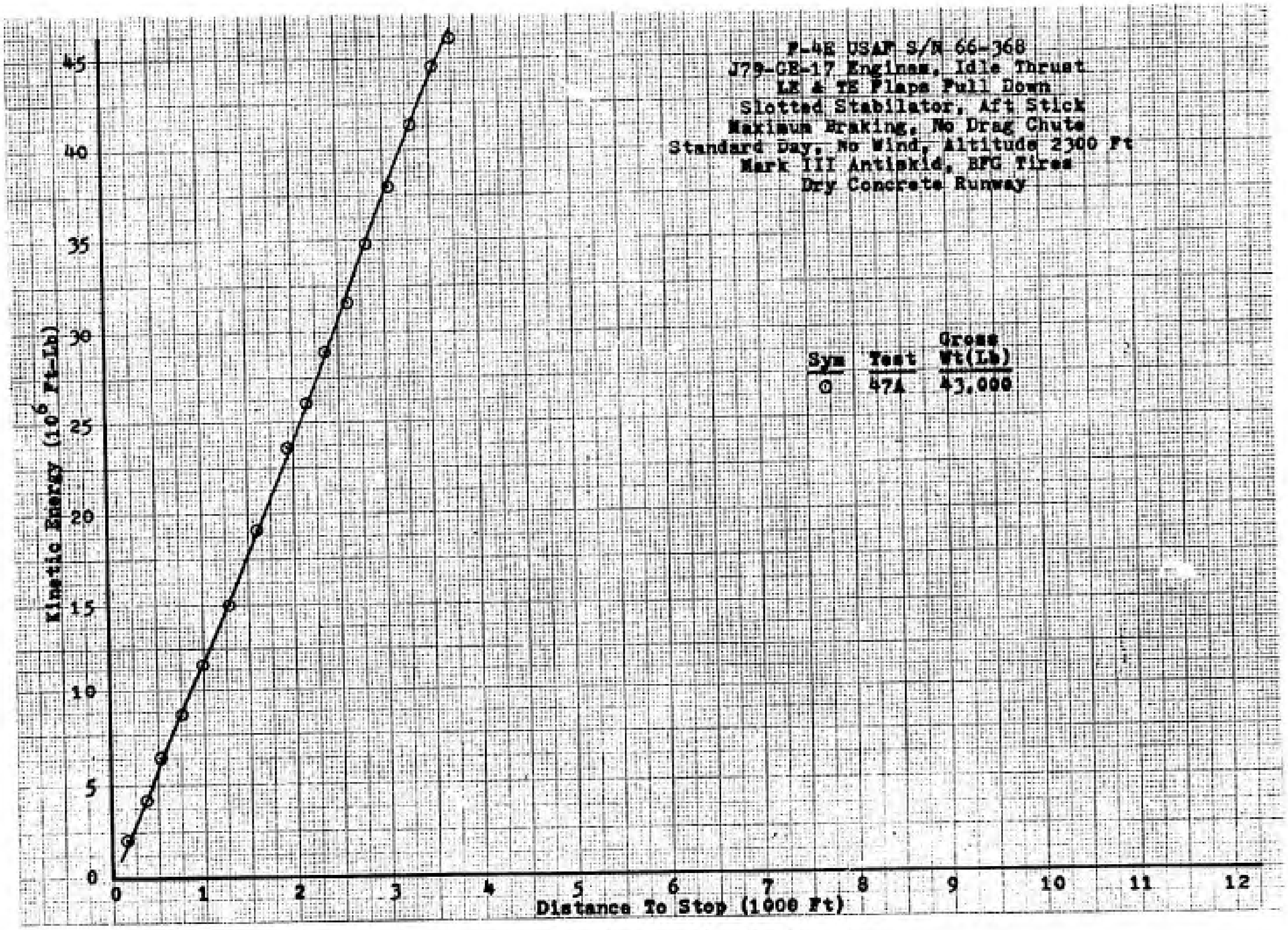


Figure A4 Stopping Performance

F-4E USAF S/N 66-368
J79-GE-17 Engines, Idle Thrust
LE & TE Flaps Full Down
Slotted Stabilator, Aft Stick
Maximum Braking, No Drag Chute
Test Day Conditions
Mark II Antiskid, Standard Tires
Dry Concrete Runway

Sym	Test	Gross Wt(Lb)	Wind (Kt)	Amb Temp (Deg C)	Press Alt (ft)	Brake Energy (ft-lb x 10^{-6})
△	6A	43,700	-2.0	8.5	2411	32.34
⊡	6B	39,200	-2.6	8.0	2411	26.80
⊙	8B	37,550	-11.8	10.0	2253	28.44
▽	9A	40,200	-1.3	4.2	2020	26.35
▽	19A	40,800	-4.2	15.8	2317	26.78

Note: 1) Dashed line is fairing of Mark III data from Figure A8.

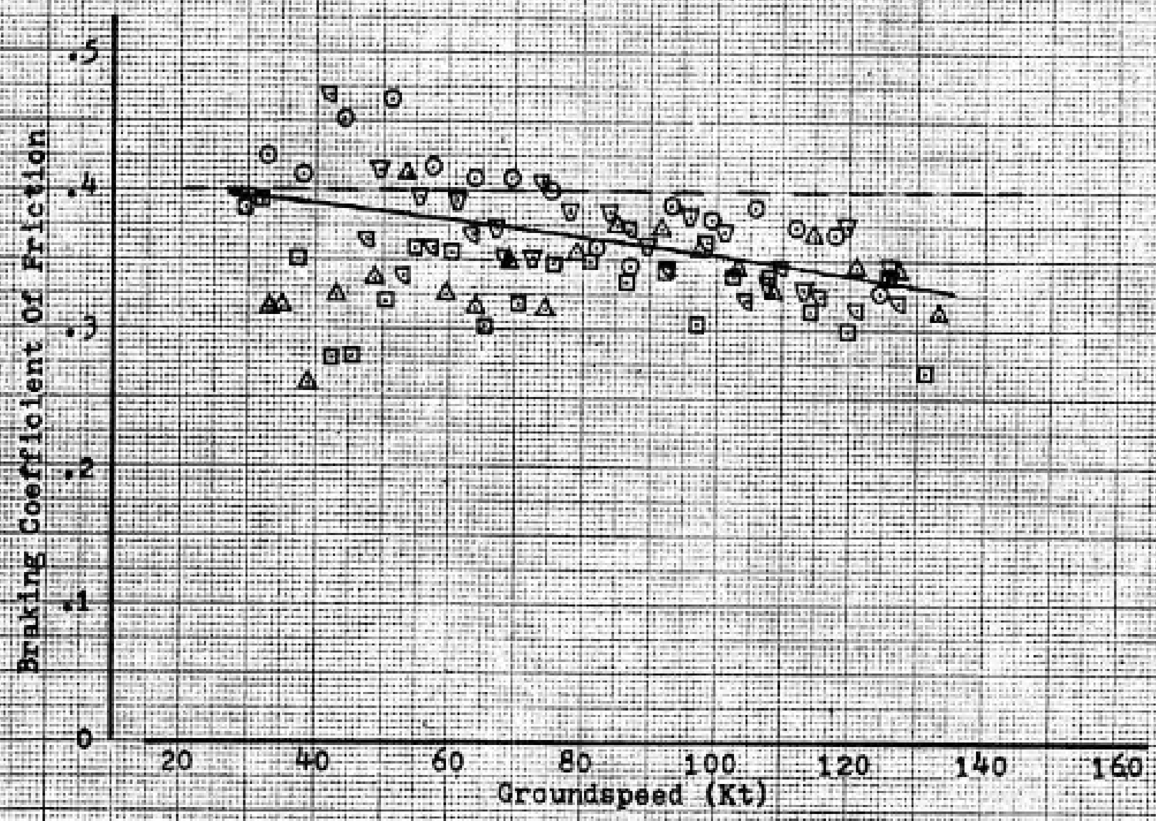


Figure A5 Braking Coefficient Of Friction

F-4E USAF S/N 66-368
J79-GE-17 Engines, Idle Thrust
LE & TE Flaps Full Down
Slotted Stabilator, Aft Stick
Maximum Braking, No Drag Chute
Test Day Conditions
Mark II Antiskid, Standard Tires
Dry Concrete Runway

Sym	Test	Gross Wt(Lb)	Wind (Kt)	Amb Temp (Deg C)	Press Alt (Ft)	Brake Energy (Ft-Lb x 10^{-6})
⊙	1A	41,850	-2.0	3.0	2126	27.13
⊡	1B	39,850	-2.4	5.0	2120	25.33

Note: 1) Curve is fairing from Figure A5.

2) Both tests were done before Antiskid Control Valve was changed.

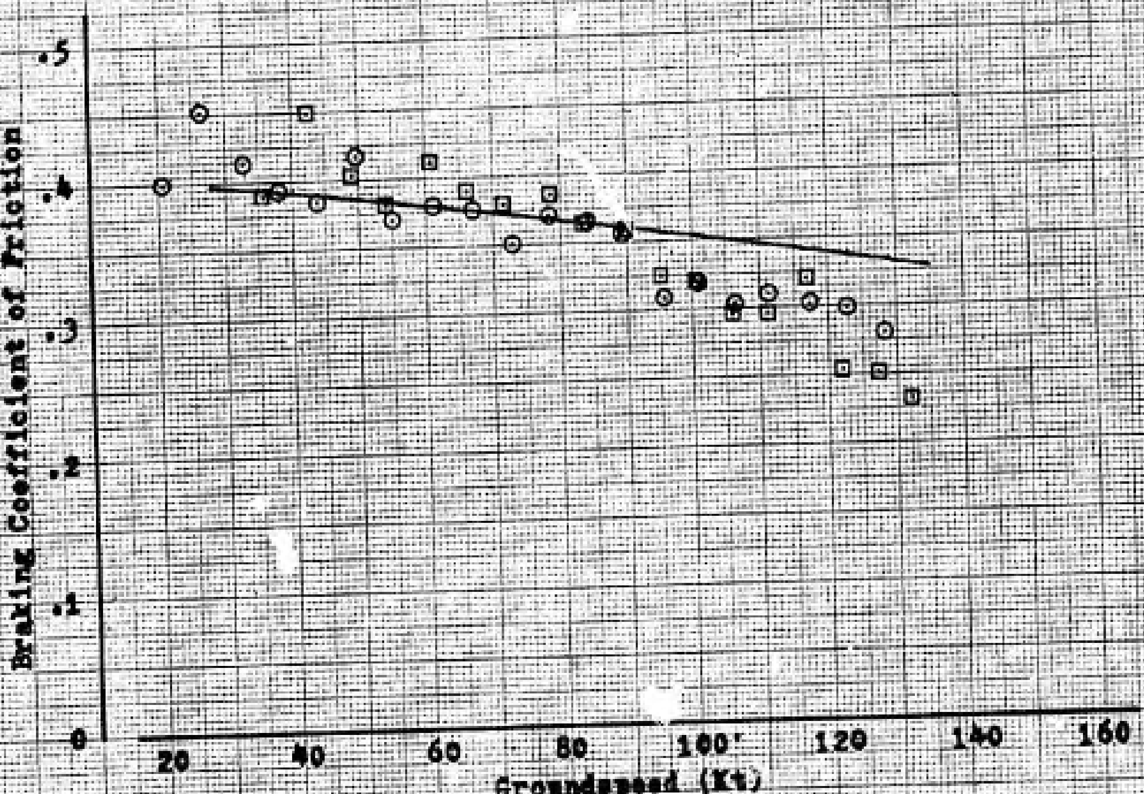


Figure A6 Braking Coefficient Of Friction

F-4E USAF S/N 66-368
J79-GE-17 Engines, Idle Thrust
LE & TE Flaps Full Down
Slotted Stabilator, Aft Stick
Maximum Braking, No Drag Chute
Test Day Conditions
Mark II Antiskid, Standard Tires
Dry Concrete Runway

Sym	Test	Gross Wt(Lb)	Wind (Kt)	Amb Temp (Deg C)	Press Alt (Ft)	Brake Energy (Ft-Lb x 10^{-6})
○	7A	41,350	-4.3	2.0	2335	26.48
□	7B	35,700	-5.2	6.0	2326	20.79

Note: 1) Curve is fairing from Figure A5.

2) Runway was damp from natural rain for these tests.

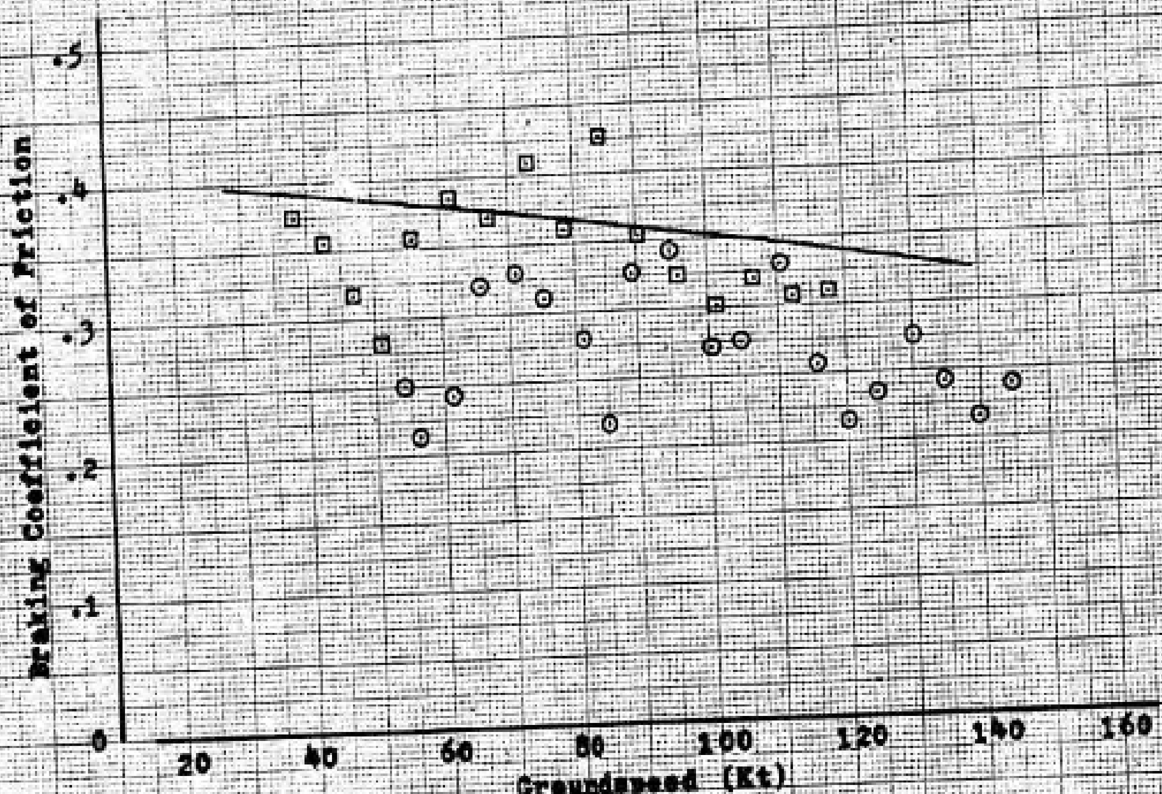


Figure A7 Braking Coefficient of Friction

F-4E USAF S/N 66-368
J79-GE-17 Engines, Idle Thrust
LE & TE Flaps Full Down
Slotted Stabilator, Aft Stick
Maximum Braking, No Drag Chute
Test Day Conditions
Mark III Antiskid, Standard Tires
Dry Concrete Runway

Sym	Test	Gross Wt(Lb)	Wind (Kt)	Amb Temp (Deg C)	Press Alt (Ft)	Brake Energy (Ft-Lb x 10^{-6})
◸	4A	43,200	-3.1	3.0	2108	30.46
▽	4B	39,200	-3.3	6.0	2106	26.95
⊙	11A	40,050	-10.4	5.5	2282	29.68
⊡	14A	43,200	-0.1	4.0	2241	30.59
△	15A	38,875	-0.3	10.0	2202	24.82

Note: 1) Tests 4A and 4B were done after Antiskid Control Valve was changed and before tuning of Control Box.

2) Dashed line is fairing of Mark II data from Figure A5.

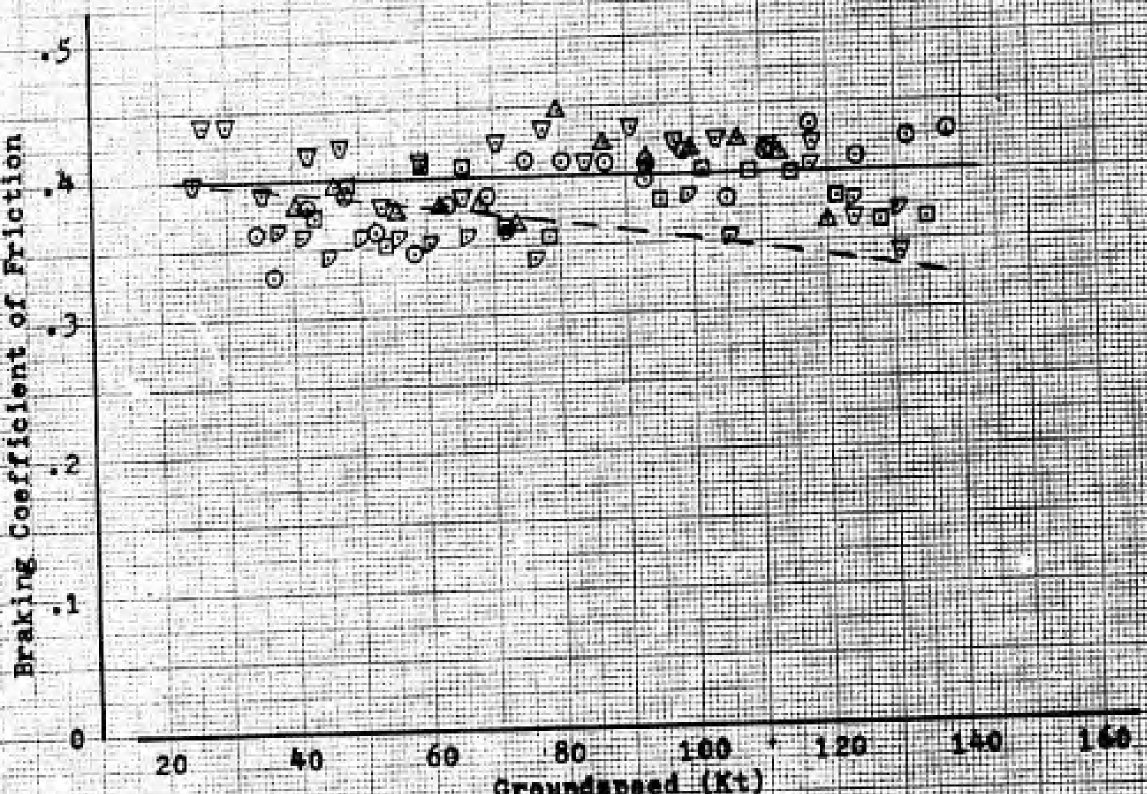


Figure A8 Braking Coefficient Of Friction

F-4E USAF S/N 66-368
J79-GE-17 Engines, Idle Thrust
LE & TE Flaps Full Down
Slotted Stabilater, Aft Stick
Maximum Braking, No Drag Chute
Test Day Conditions
Mark III Antiskid, Standard Tires
Dry Concrete Runway

Sym	Test	Gross WT(Lb)	Wind (Kt)	Amb Temp (Deg C)	Press Alt (Ft)	Brake Energy (Ft-Lb x 10^{-6})
⊙	15B	34,450	2.6	10.0	2200	17.11

Note: 1) Curve is fairing from Figure A8.

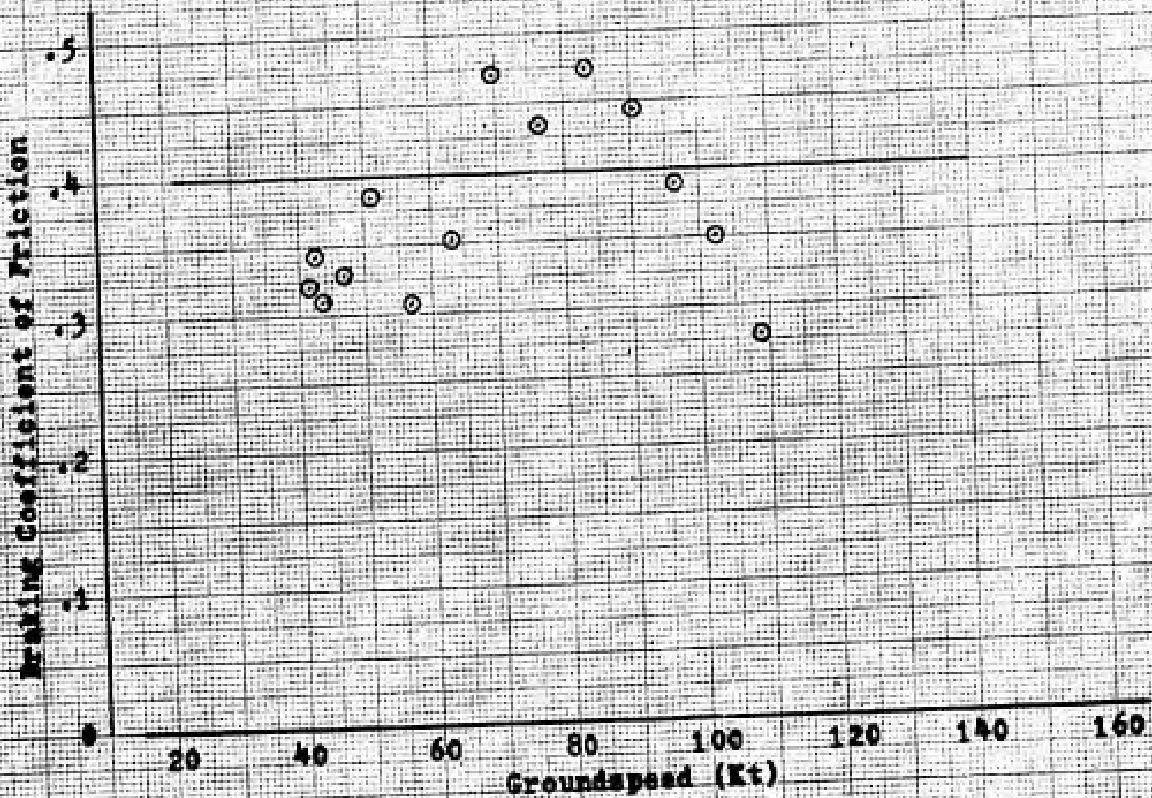


Figure A9 Braking Coefficient Of Friction

F-4E USAF S/N 66-368
J79-GE-17 Engines, Idle Thrust
LE & TE Flaps Full Down
Slotted Stabilator, Aft Stick
Maximum Braking, No Drag Chute
Test Day Conditions
Mark III Antiskid, Standard Tires
Dry Concrete Runway

Sym	Test	Gross Wt(Lb)	Wind (Kt)	Amb Temp (Deg C)	Press Alt (Ft)	Brake Energy (Ft-Lb x 10^{-6})
⊙	2A	42,850	1.4	6.5	2168	26.62
⊡	2B	38,200	2.0	8.5	2157	25.17

Note: 1) Curve is fairing from Figure A8.

2) These tests were done before Antiskid Control Valve was changed.

3) Test 2A had new brake parts in each brake. See text for discussion.

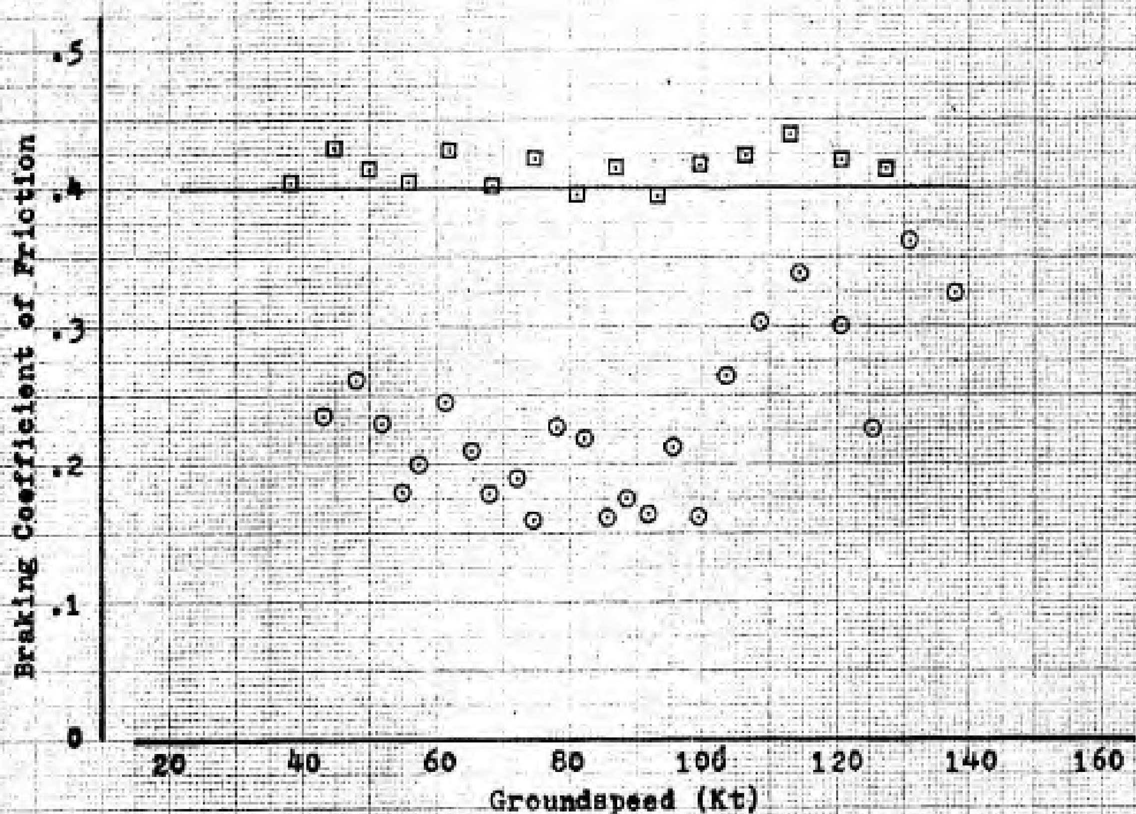


Figure A10 Braking Coefficient Of Friction

F-4E USAF S/N 66-368
J79-GE-17 Engines, Idle Thrust
LE & TE Flaps Full Down
Slotted Stabilator, Aft Stick
Maximum Braking, No Drag Chute
Test Day Conditions
Mark II Antiskid, BFG Tires
Dry Concrete Runway

Sym	Test	Gross Wt(Lb)	Wind (Kt)	Amb Temp (Deg C)	Press Alt (Ft)	Brake Energy (Ft-Lb x 10^{-6})
⊙	37A	42,700	2.3	19.8	2253	29.87
⊡	37B	38,350	1.0	22.5	2249	24.89

Note: 1) Dashed line is fairing of Standard tire data from Figure A5.

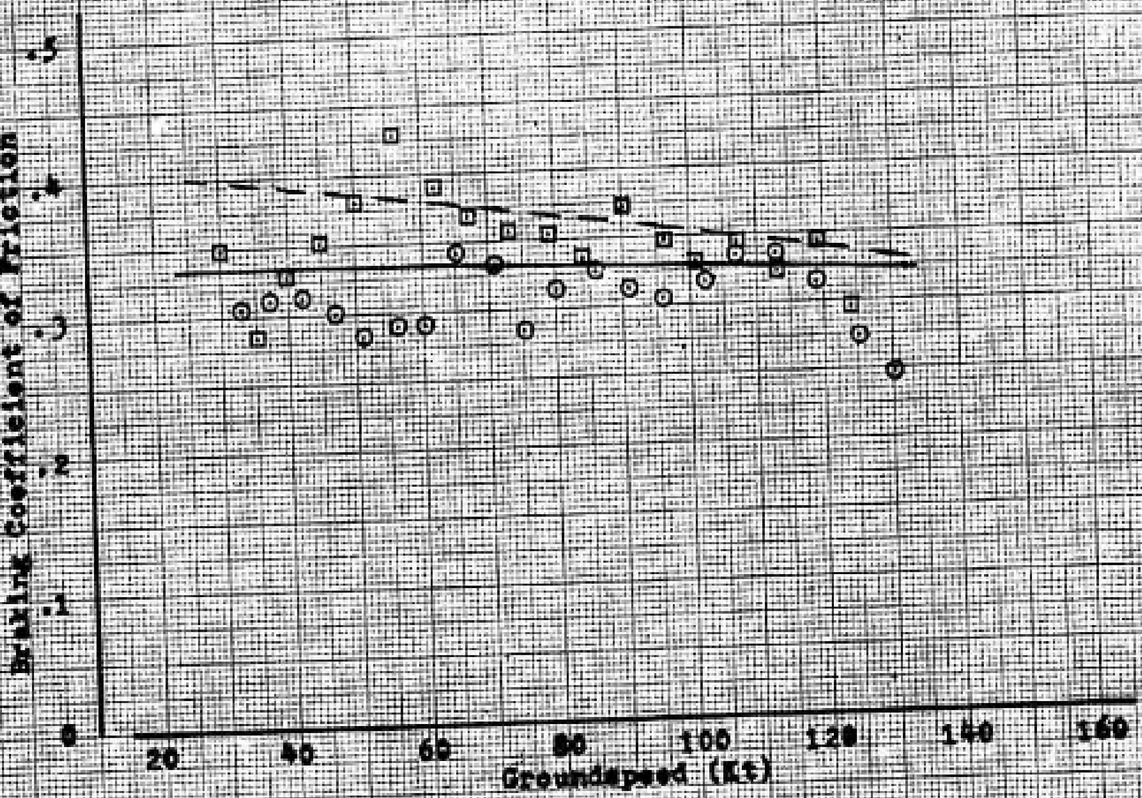


Figure A11 Braking Coefficient of Friction

F-4E USAF S/N 66-368
J79-GE-17 Engines, Idle Thrust
LE & TE Flaps Full Down
Slotted Stabilator, Aft Stick
Maximum Braking, No Drag Chute
Test Day Conditions
Mark III Antiskid, BPG Tires
Dry Concrete Runway

Sym	Test	Gross Wt(Lb)	Wind (Kt)	Amb Temp (Deg C)	Press Alt (Ft)	Brake Energy (Ft-Lb x 10^{-6})
⊙	47A	42,400	-3.2	20.0	2251	34.89

Note: 1) Dashed line is fairing of Standard tire data from Figure A8.

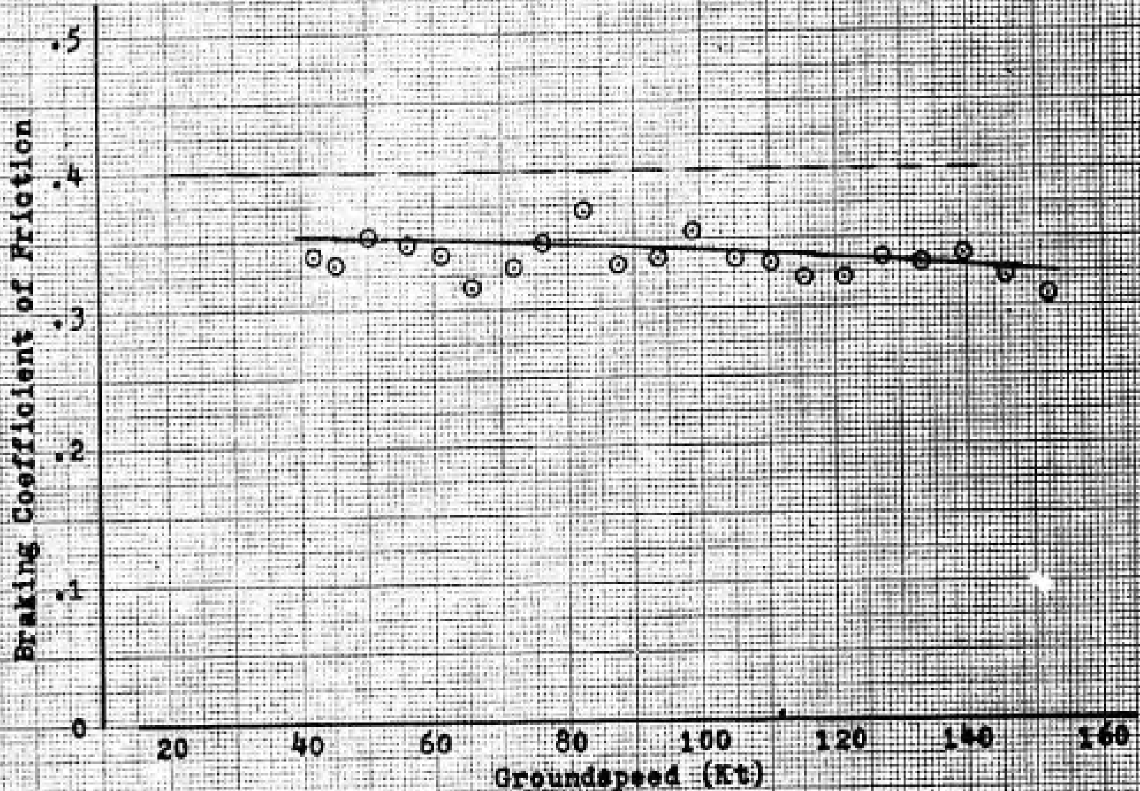


Figure A12 Braking Coefficient Of Friction

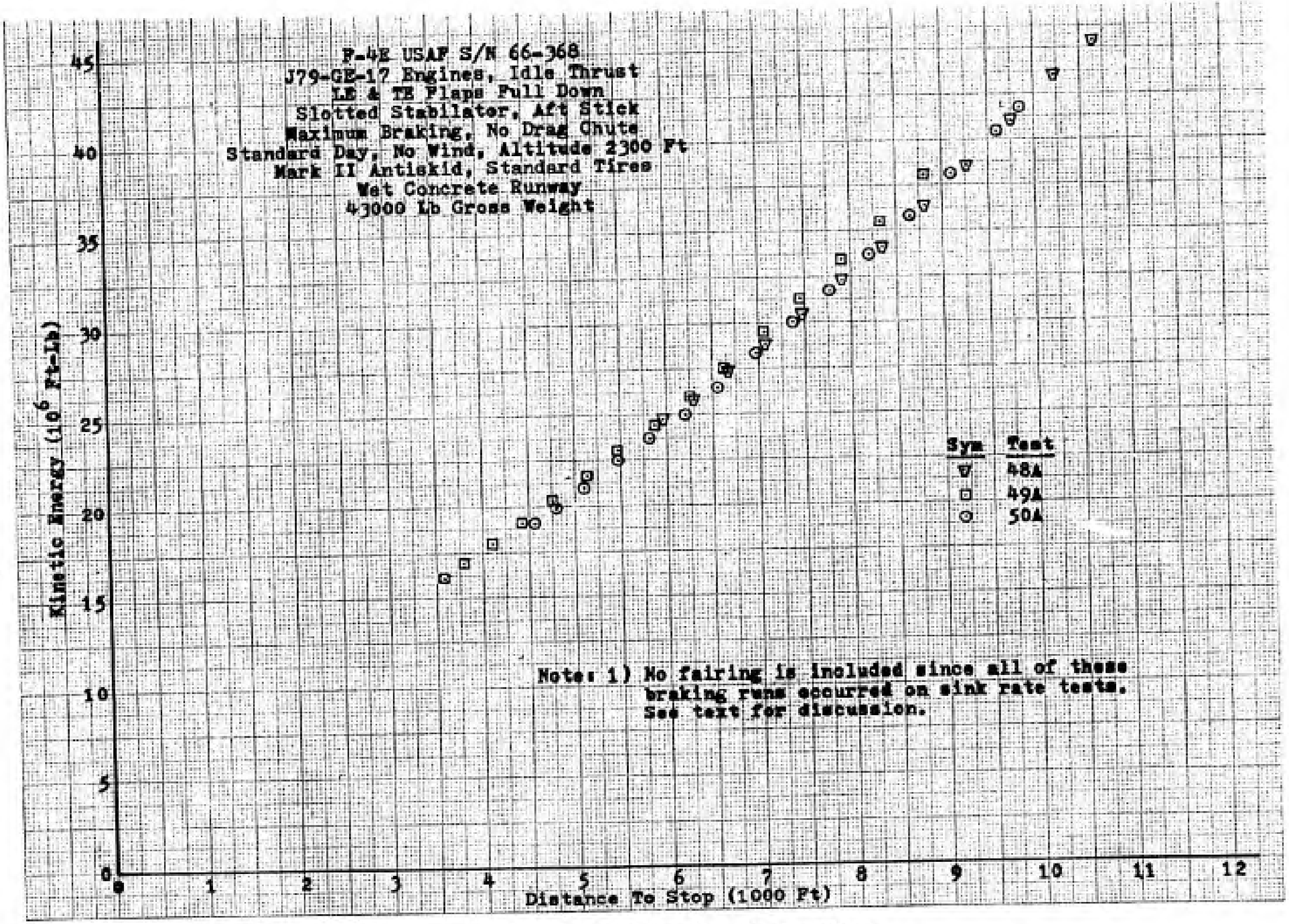


Figure A13 Stopping Performance

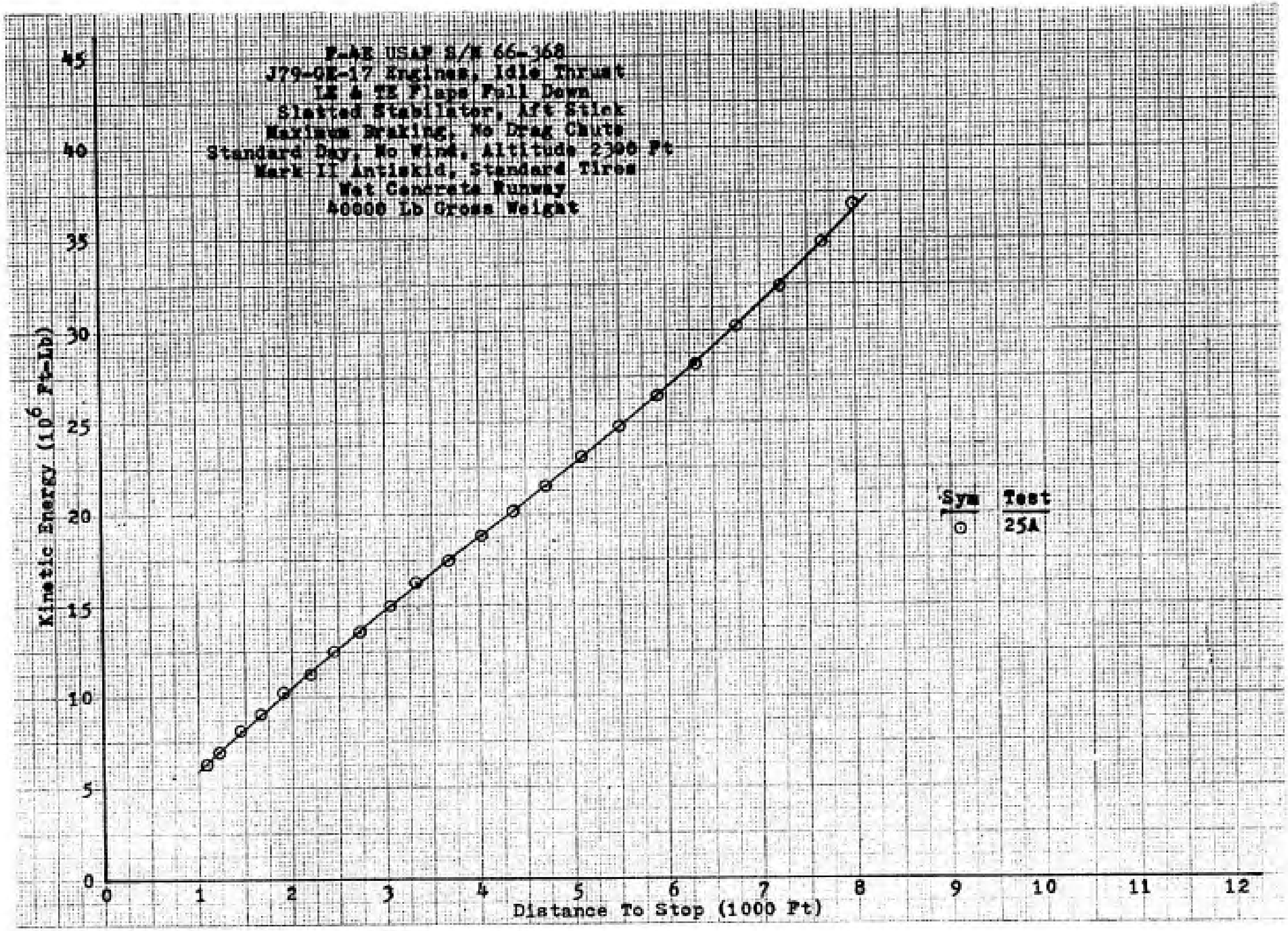


Figure A14 Stopping Performance

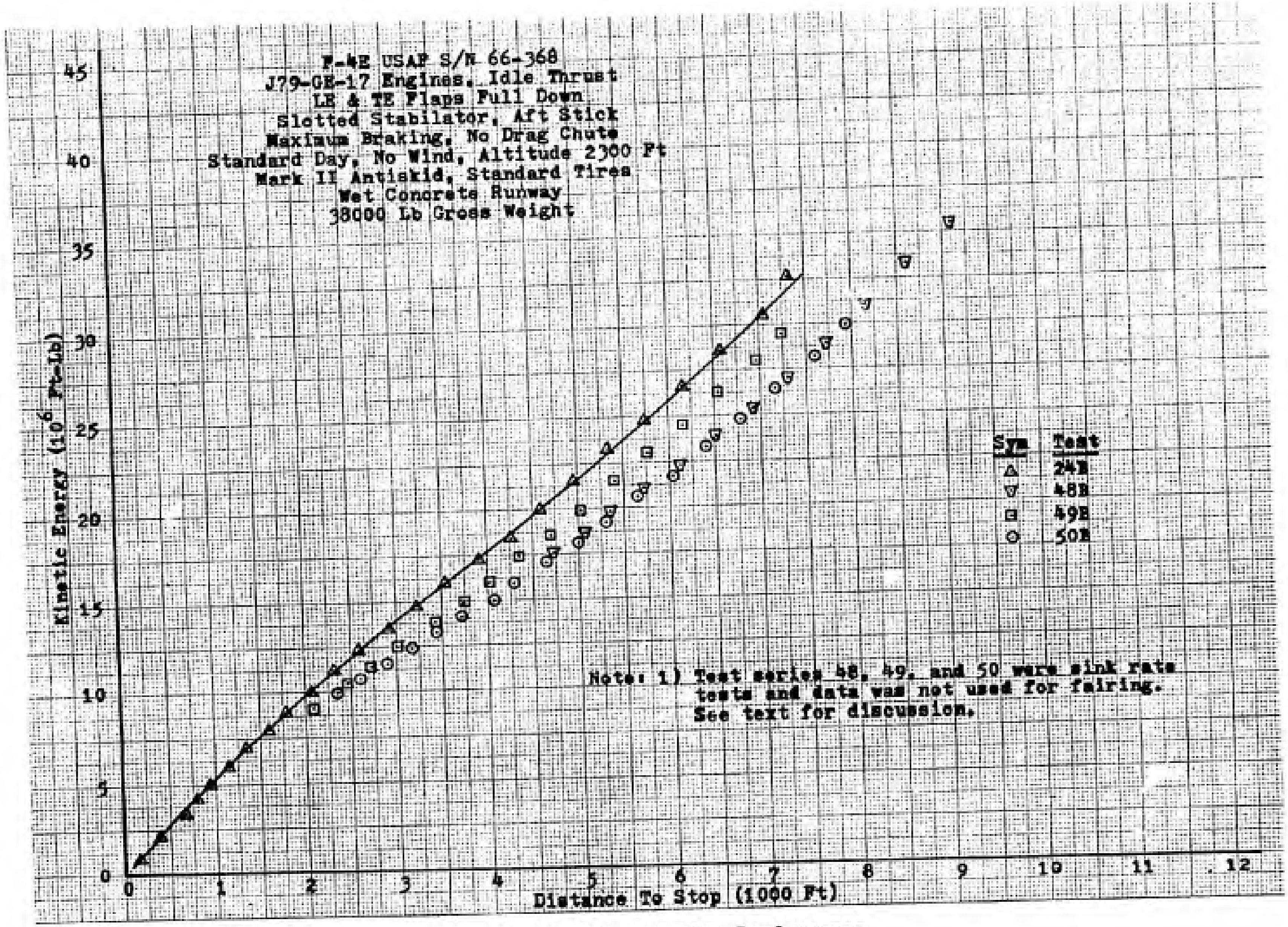


Figure A15 Stopping Performance

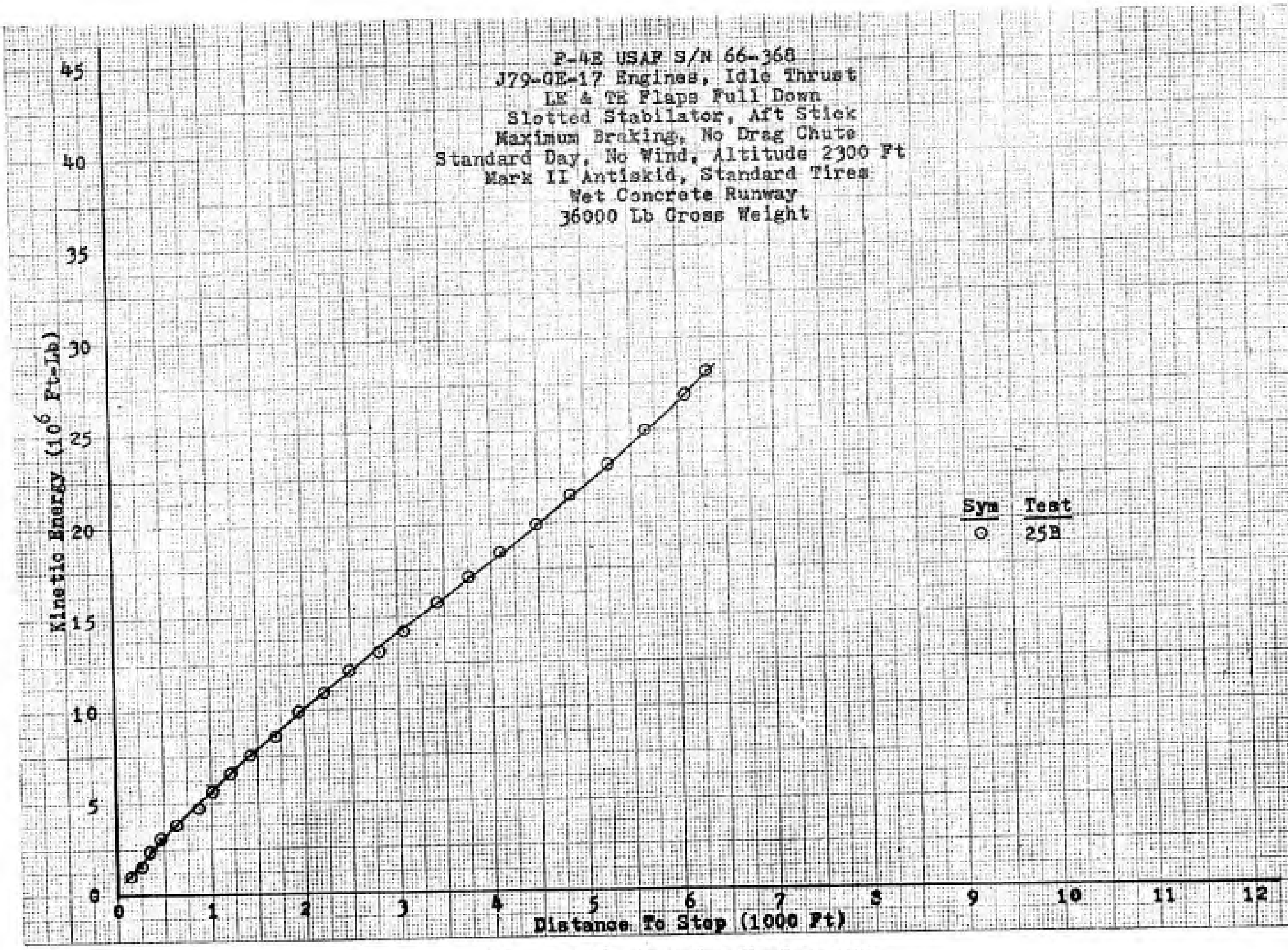


Figure A16 Stopping Performance

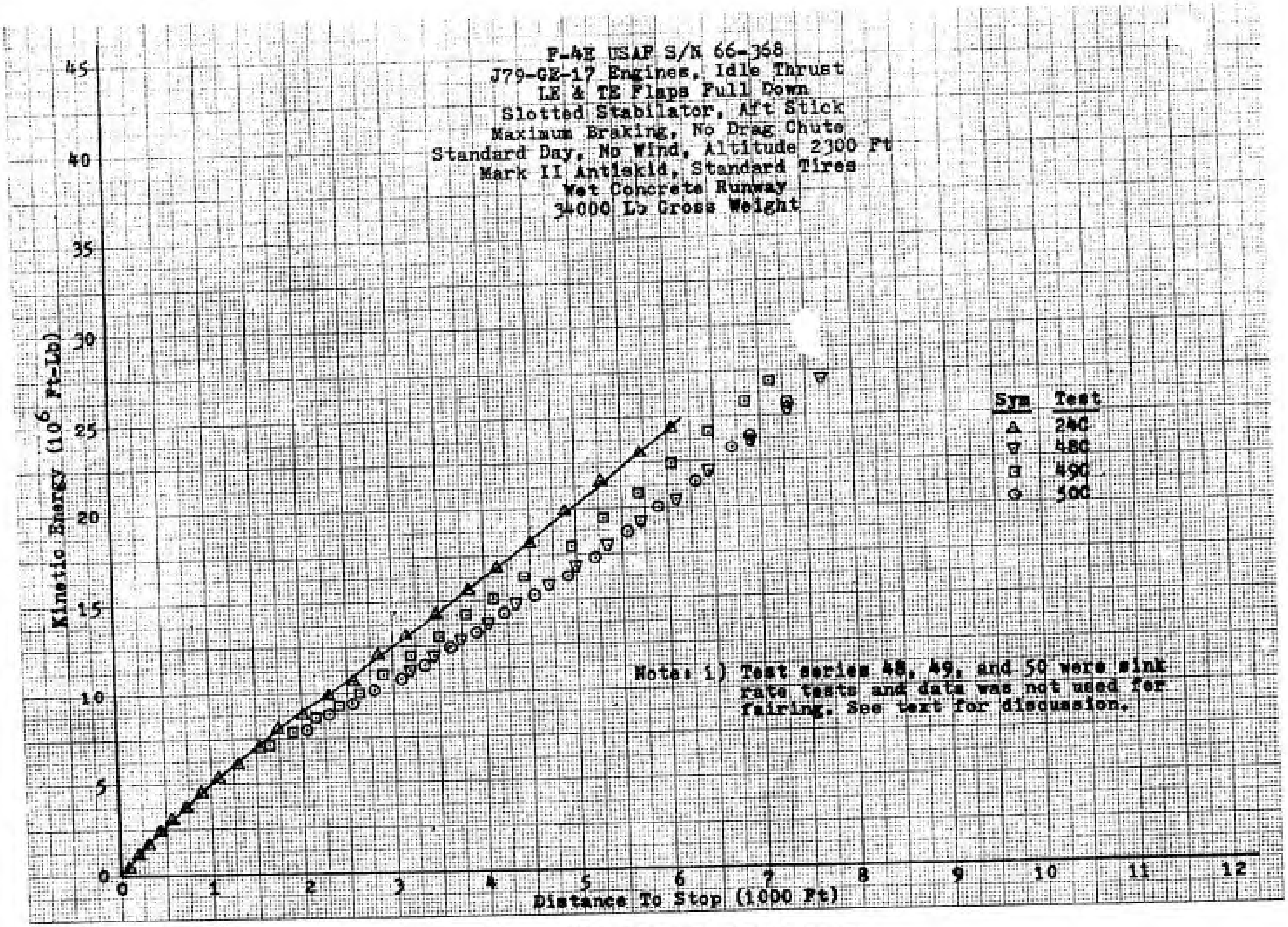


Figure A17 Stopping Performance

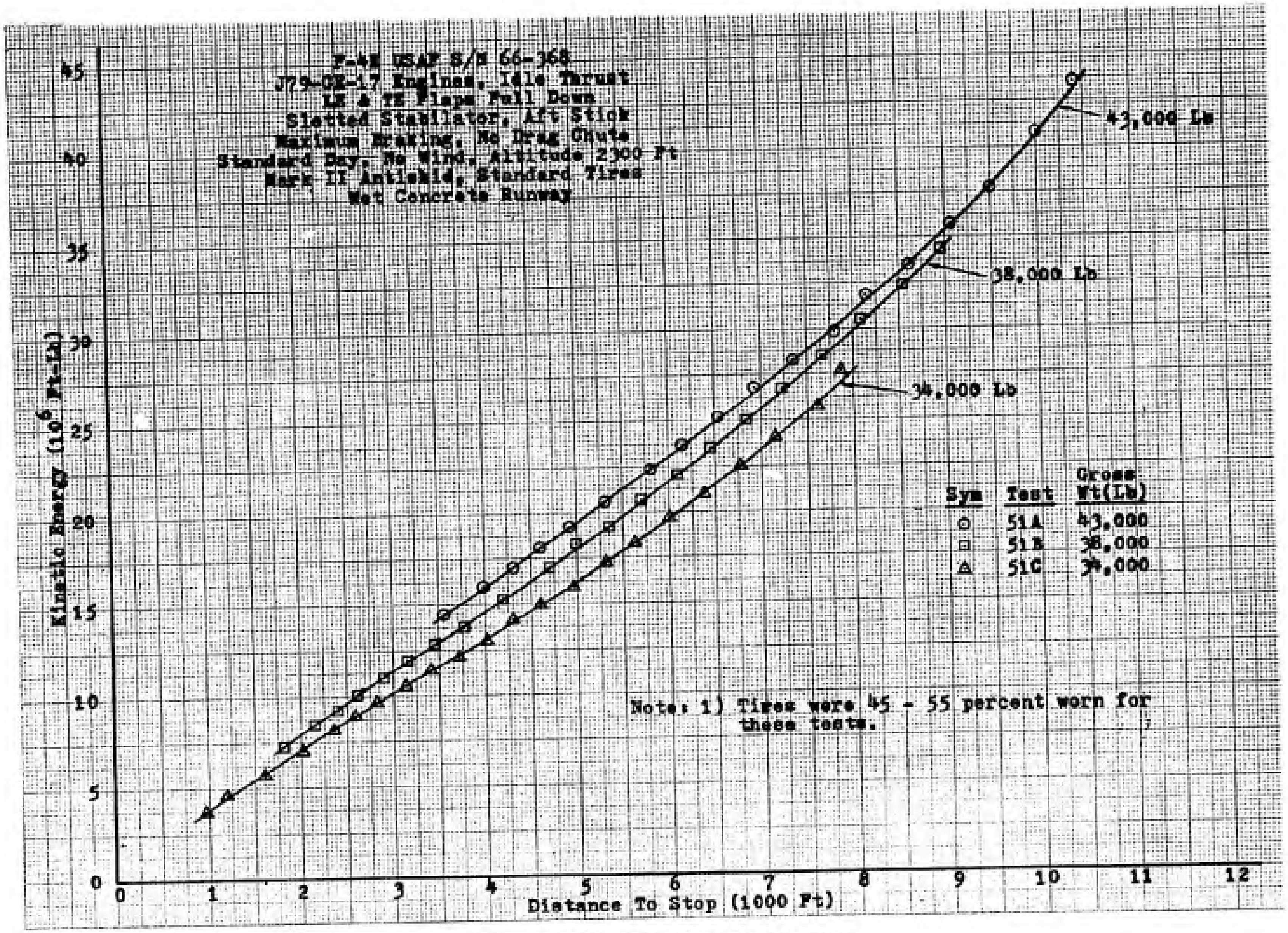


Figure A18 Stopping Performance

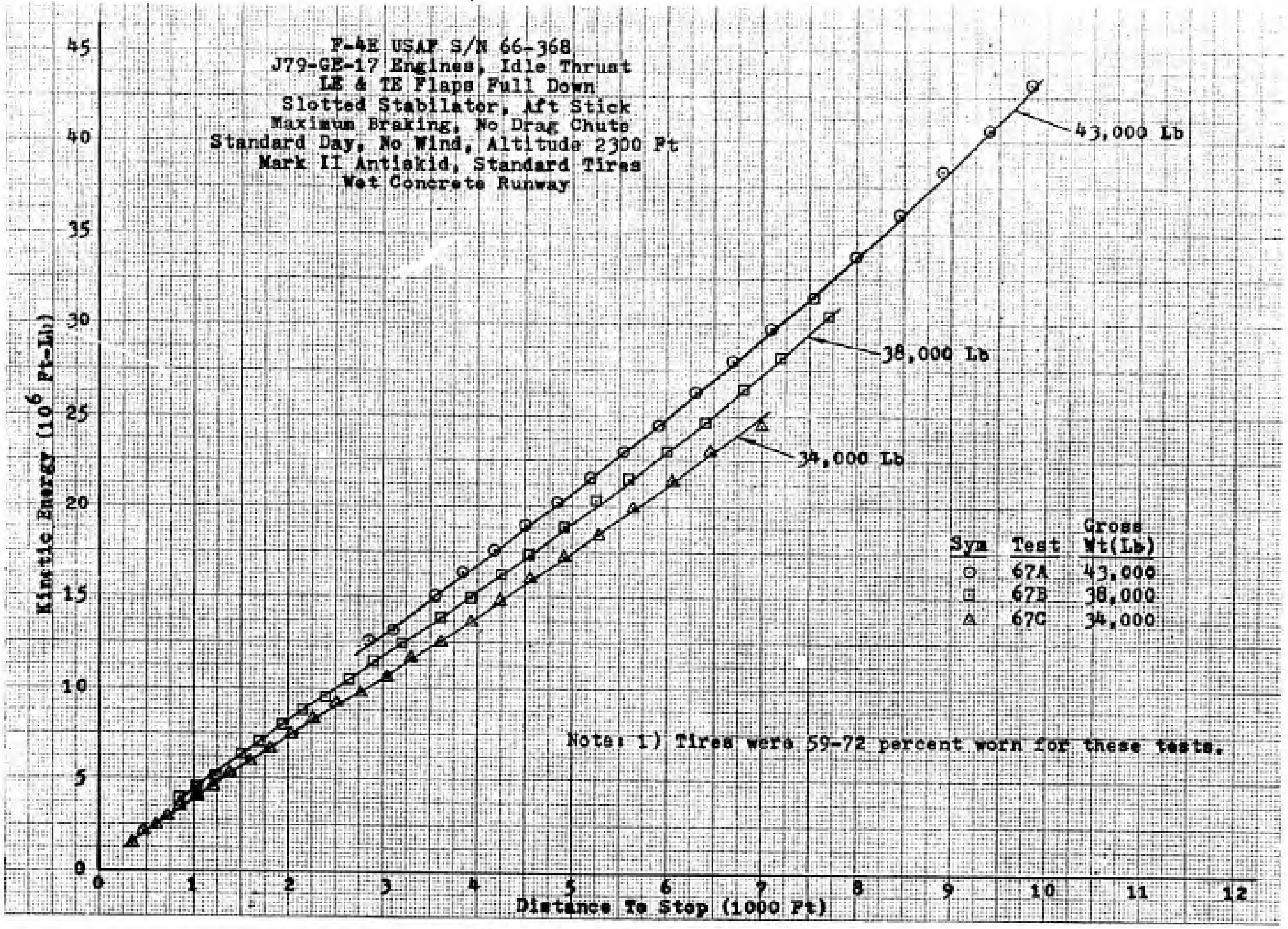


Figure A19 Stopping Performance

F-4E USAF S/N 66-368
J79-GE-17 Engines, Idle Thrust
LE & TE Flaps Full Down
Slotted Stabilator, Aft Stick
Maximum Braking, No Drag Chute
Test Day Conditions
Mark II Antiskid, Standard Tires
Wet Concrete Runway

Sym	Test	Gross Wt(Lb)	Wind (Kt)	Amb Temp (Deg C)	Press Alt (Ft)	Brake Energy ($Ft-Lb \times 10^{-6}$)
⊙	24B	37,786	-1.4	17.5	2254	15.48
⊡	24C	33,636	-2.9	20.8	2257	13.05
▽	25A	40,086	-2.2	15.5	2288	10.98
△	25B	36,086	2.4	18.8	2282	13.45

Note: 1) Dashed line is fairing of Mark III data from Figure A31.

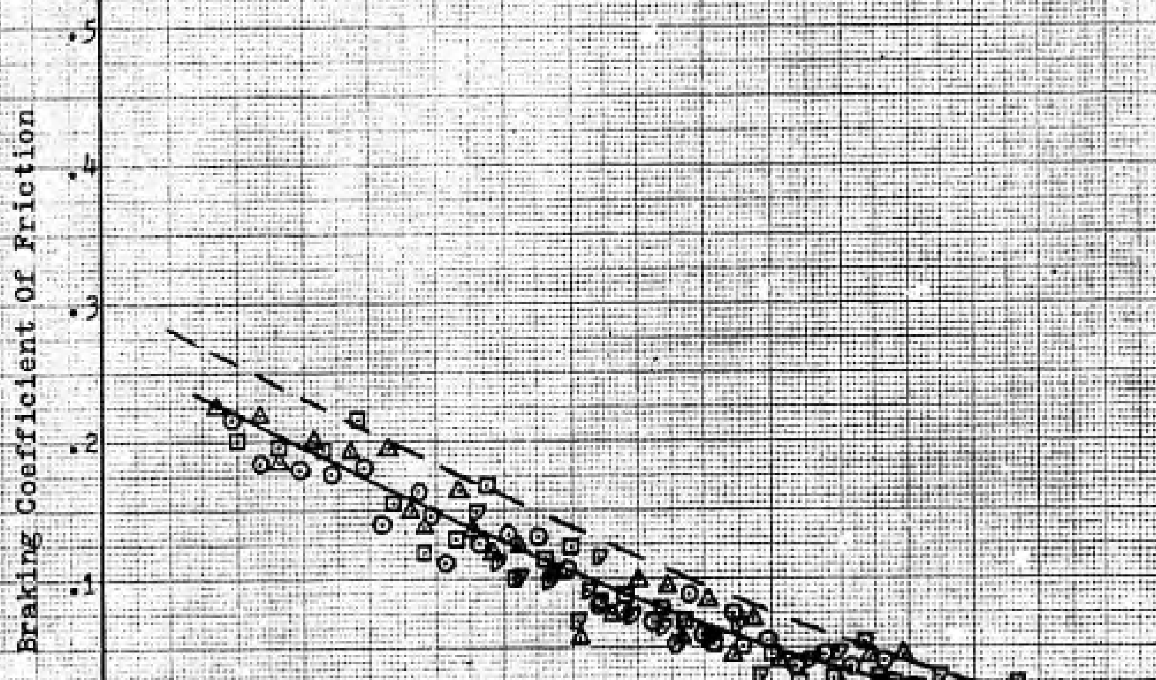


Figure A20 - [illegible]aking Coefficient Of Friction

F-4E USAF S/N 66-368
J79-GE-17 Engines, Idle Thrust
LE & TE Flaps Full Down
Slotted Stabilator, Aft Stick
Maximum Braking, No Drag Chute
Test Day Conditions
Mark II Antiskid, Standard Tires
Wet Concrete Runway

Sym	Test	Gross Wt(Lb)	Wind (Kt)	Amb Temp (Deg C)	Press Alt (Ft)	Brake Energy (Ft-Lb x 10^{-6})
✩	48A	43,025	-4.1	21.5	2370	0.95
⊖	48B	38,300	-6.5	23.0	2363	1.77
◇	48C	34,550	-8.5	25.5	2360	2.88
▽	49A	43,200	0.0	15.0	2202	4.23
⊙	49B	38,700	0.0	19.5	2197	6.08
⊡	49C	34,900	-0.9	20.2	2193	5.84
▽	50A	43,500	-2.0	21.0	2276	2.84
○	50B	38,700	-3.6	23.2	2272	4.19
△	50C	34,700	-4.4	26.5	2272	3.80

Note: 1) Curve is fairing from Figure A20.

2) All of these braking runs occurred on sink rate tests.

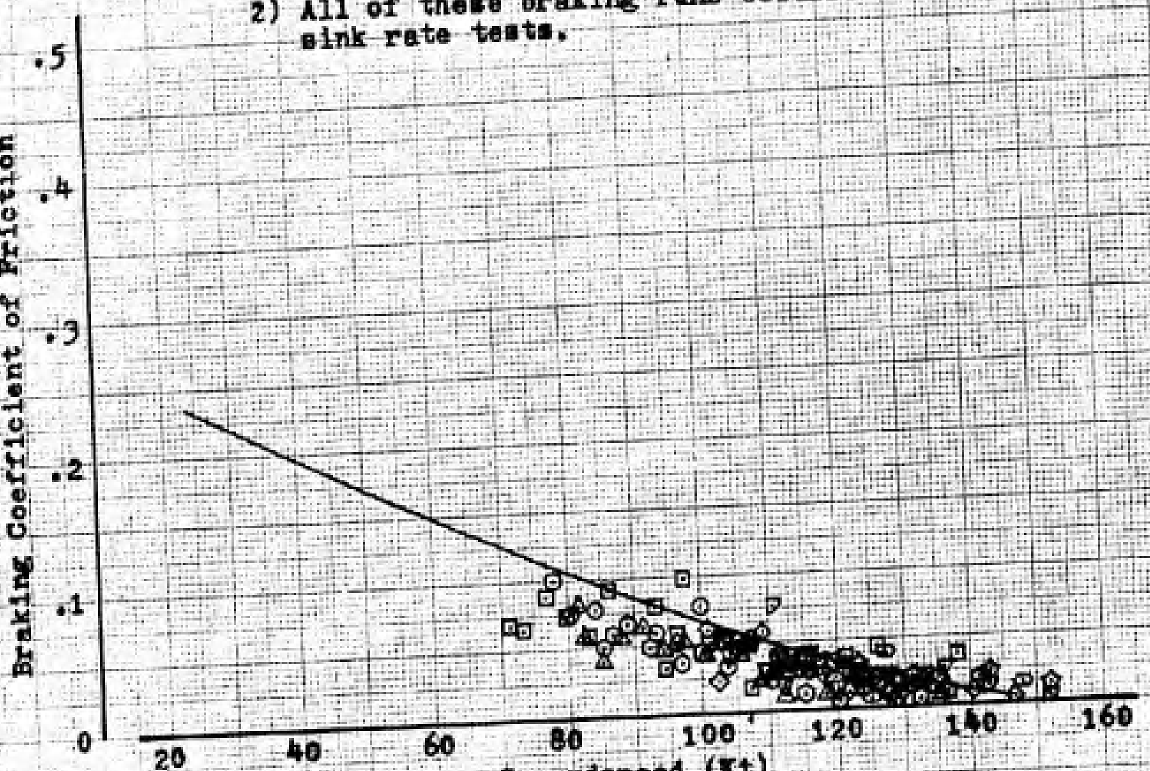


Figure A21 Braking Coefficient Of Friction

F-4E USAF S/N 66-368
J79-GE-17 Engines, Idle Thrust
LE & TE Flaps Full Down
Slotted Stabilator, Aft Stick
Maximum Braking, No Drag Chute
Test Day Conditions
Mark II Antiskid, Standard Tires
Wet Concrete Runway

Sym	Test	Gross Wt(lb)	Wind (Kt)	Amb Temp (Deg C)	Press Alt (Ft)	Brake Energy (Ft-Lb x 10^{-6})
⊙	10A	40,350	-6.3	12.0	2297	11.69

Note: 1) Curve is fairing from Figure A20.

2) Left wheel was not rotating for almost entire test.

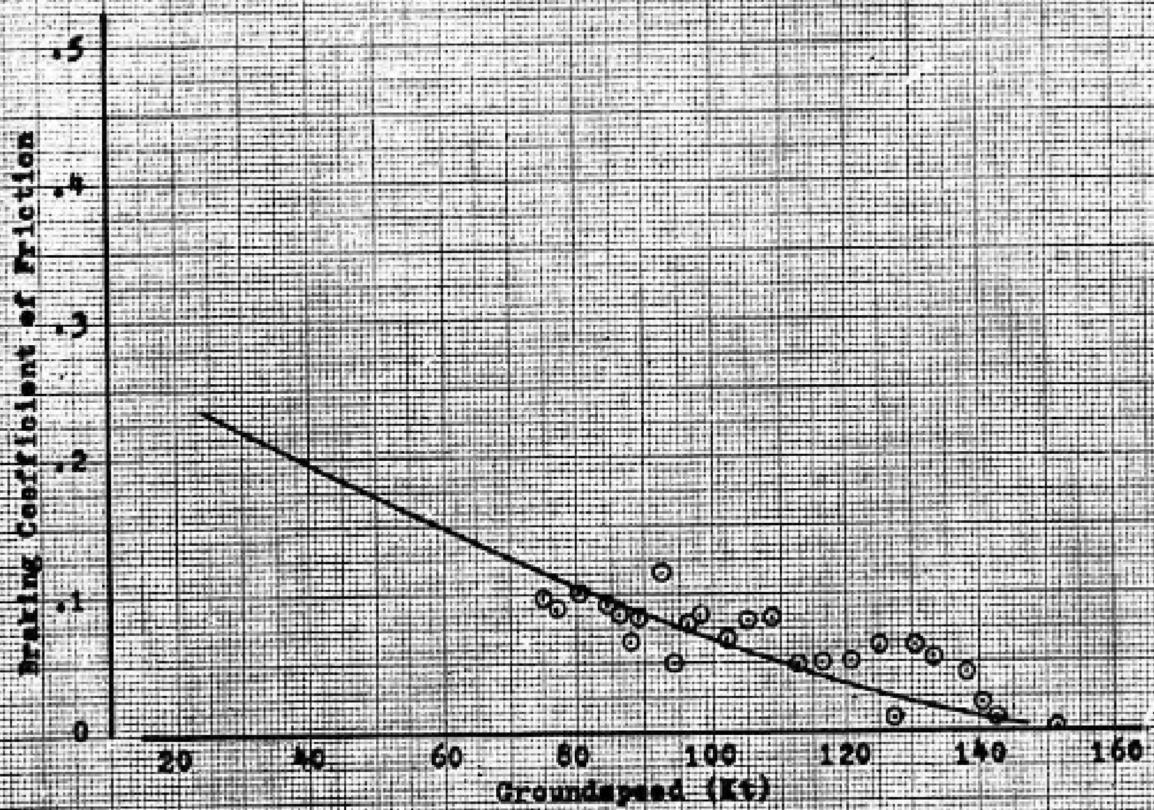


Figure A22 Braking Coefficient Of Friction

F-4E USAF S/N 66-368
J79-GE-17 Engines, Idle Thrust
LE & TE Flaps Full Down
Slotted Stabilator, Aft Stick
Maximum Braking, No Drag Chute
Test Day Conditions
Mark II Antiskid, Standard Tires
Wet Concrete Runway

Sym	Test	Gross Wt(Lb)	Wind (Kt)	Amb Temp (Deg C)	Press Alt (Ft)	Brake Energy (Ft-Lb x 10^{-6})
△	51A	43,200	-6.1	19.0	2304	4.73
□	51B	38,350	-0.4	23.0	2302	6.73
○	51C	34,475	-5.0	25.8	2301	8.18

Note: 1) Curve is fairing from Figure A20.

2) Tires were 45-55 percent worn for these tests.

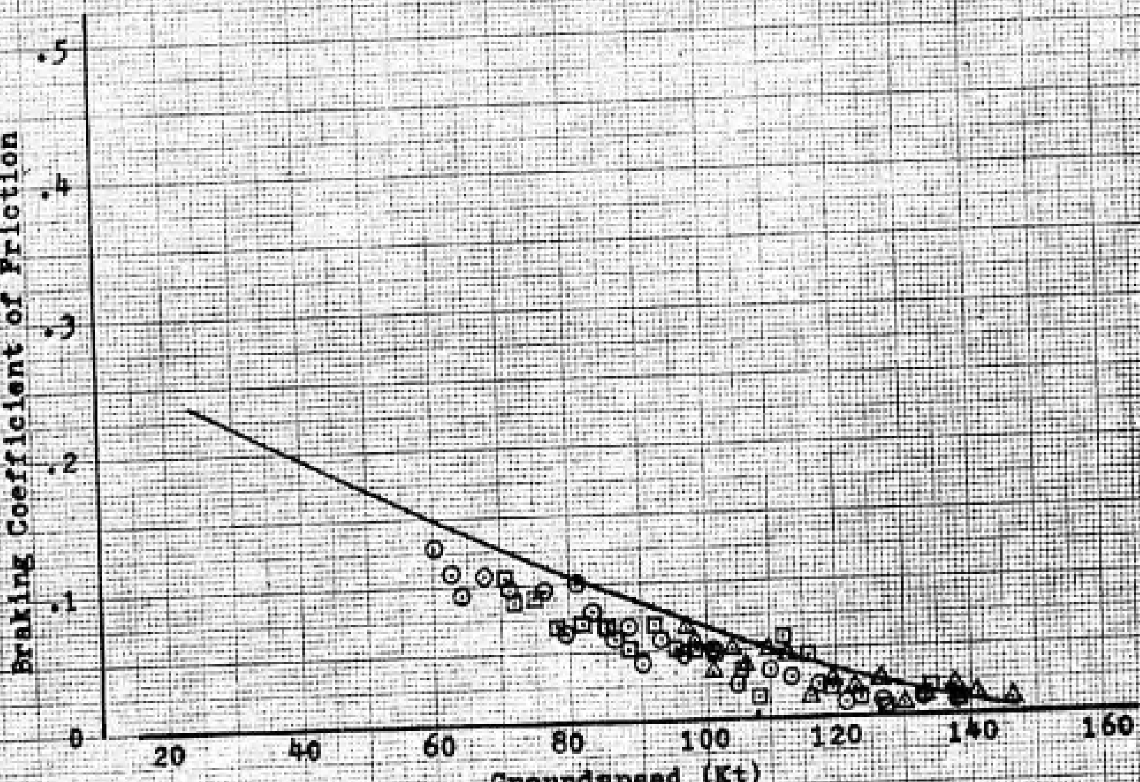


Figure A23 Braking Coefficient Of Friction

F-4E USAF S/N 66-368
J79-GE-17 Engines, Idle Thrust
LE & TE Flaps Full Down
Slotted Stabilator, Aft Stick
Maximum Braking, No Drag Chute
Test Day Conditions
Mark II Antiskid, Standard Tires
Wet Concrete Runway

Sym	Test	Gross Wt(Lb)	Wind (Kt)	Amb Temp (Deg C)	Press Alt (Ft)	Brake Energy (Ft-Lb x 10^{-6})
△	67A	43,200	-5.6	14.4	2228	7.13
□	67B	38,600	-5.9	16.1	2227	11.35
⊙	67C	34,500	-7.5	15.0	2226	11.37

Note: 1) Curve is fairing from Figure A20.

2) Tires were 59-72 percent worn for these tests.

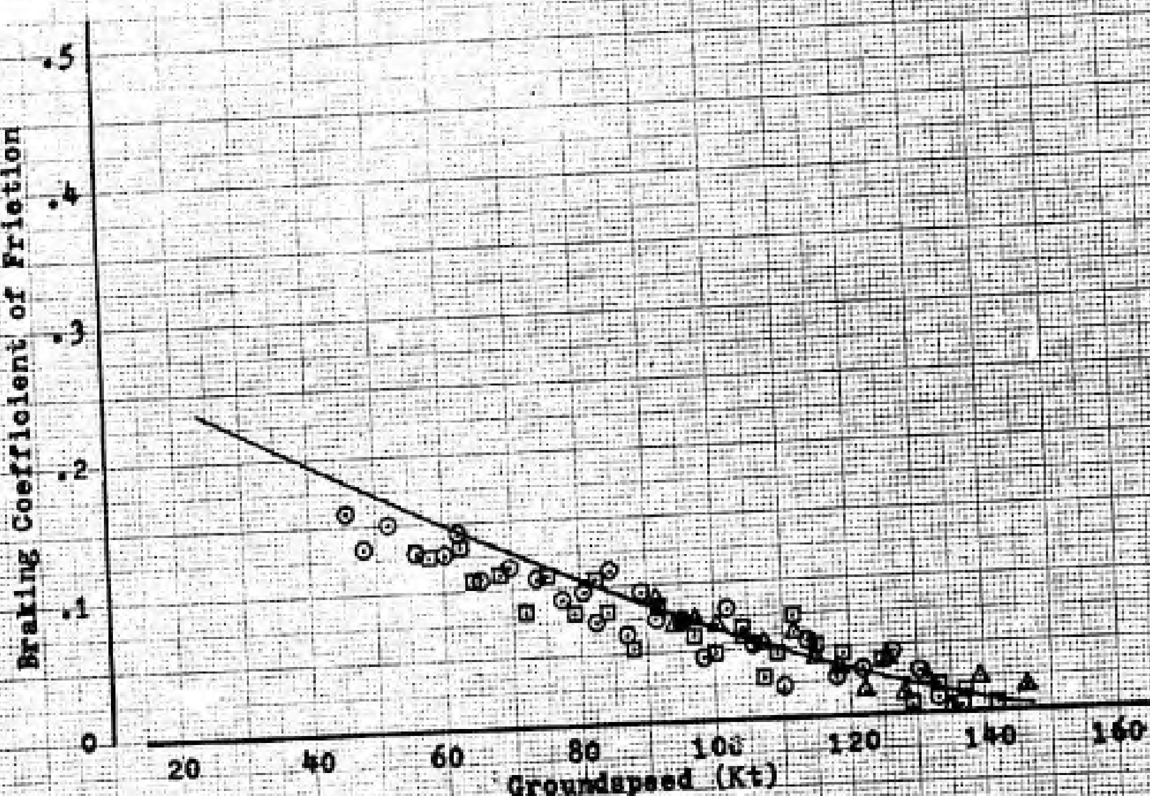


Figure A24 Braking Coefficient Of Friction

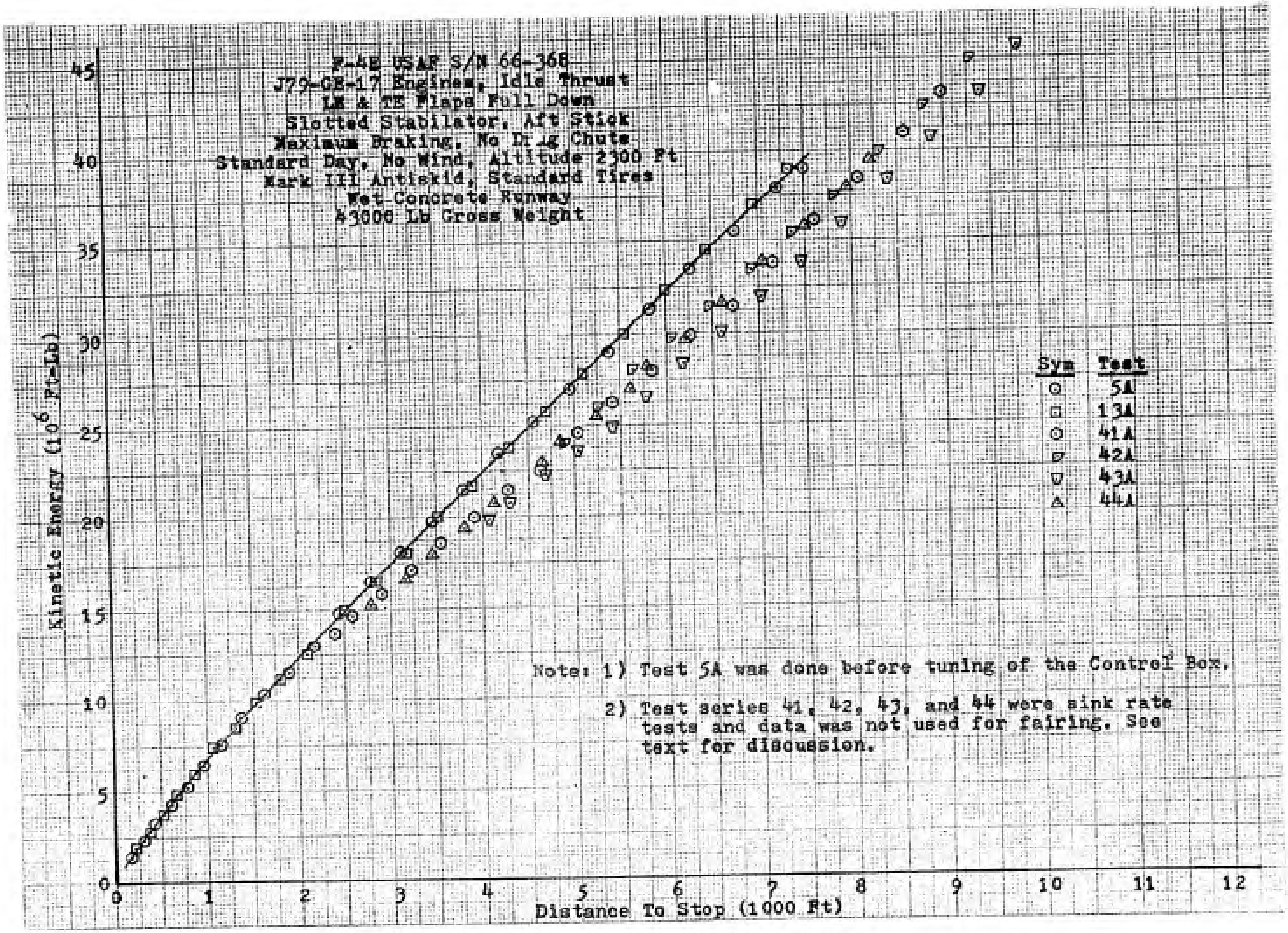


Figure A25 Stopping Performance

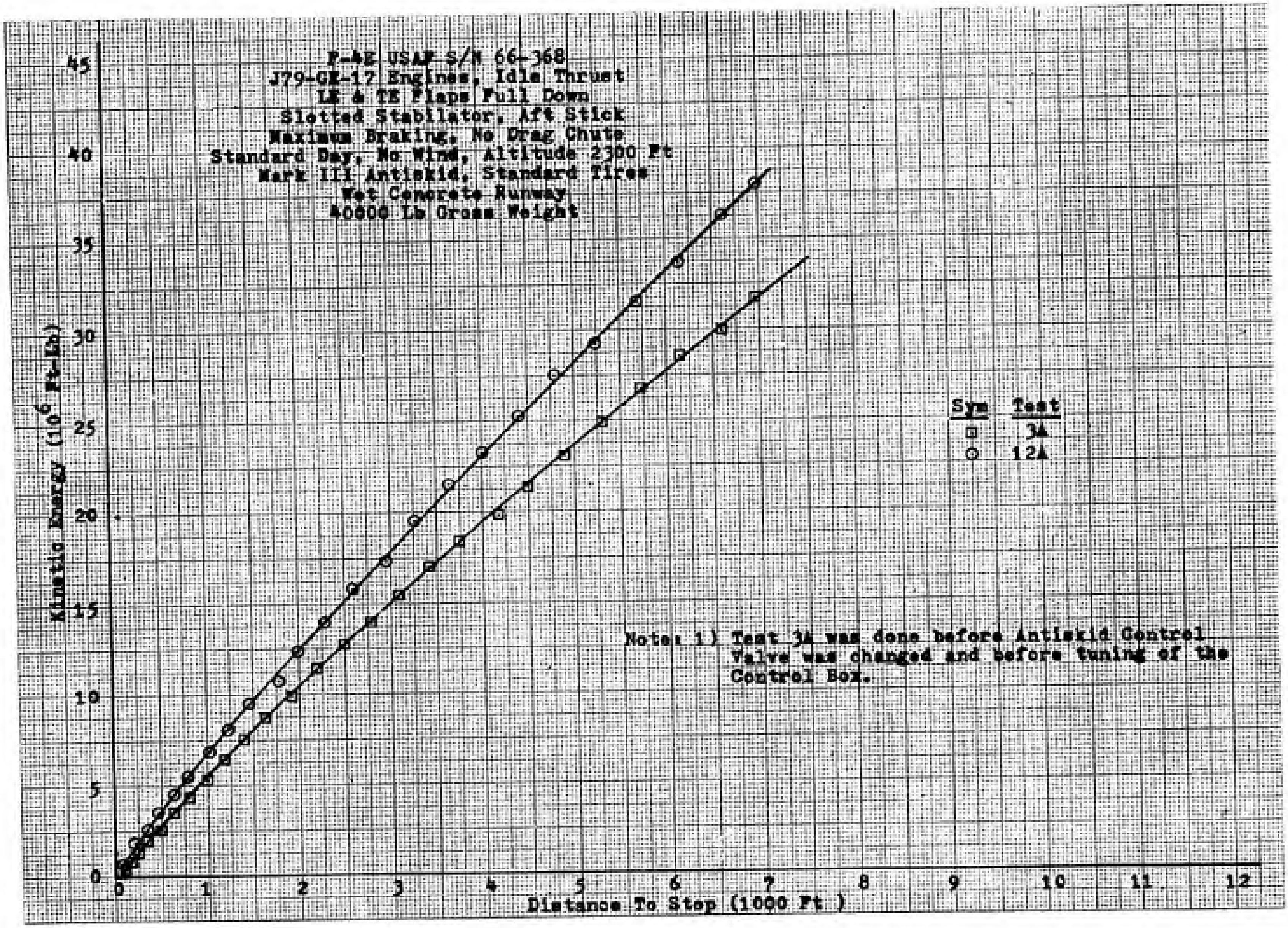


Figure A26 Stopping Performance

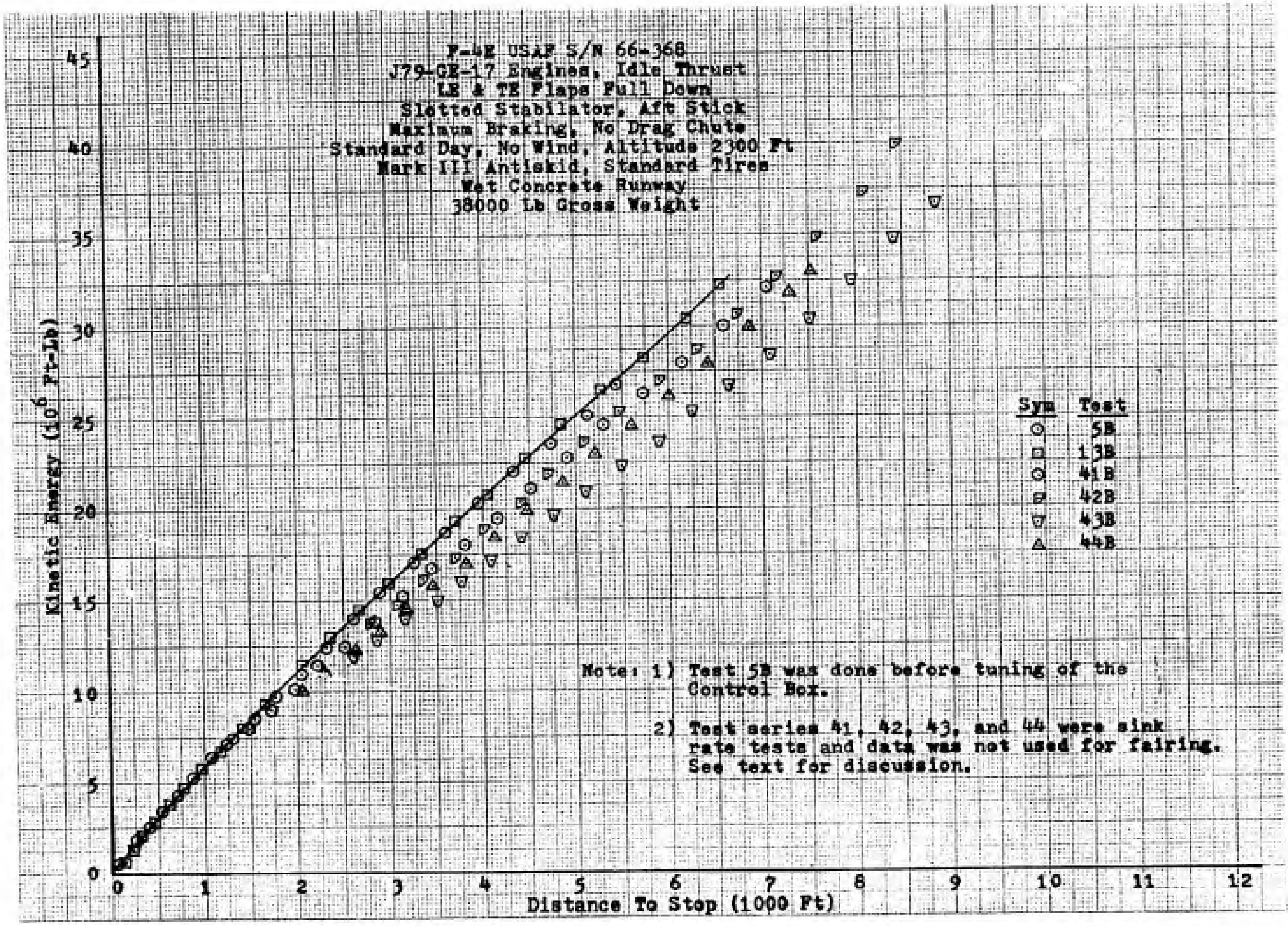


Figure A27 Stopping Performance

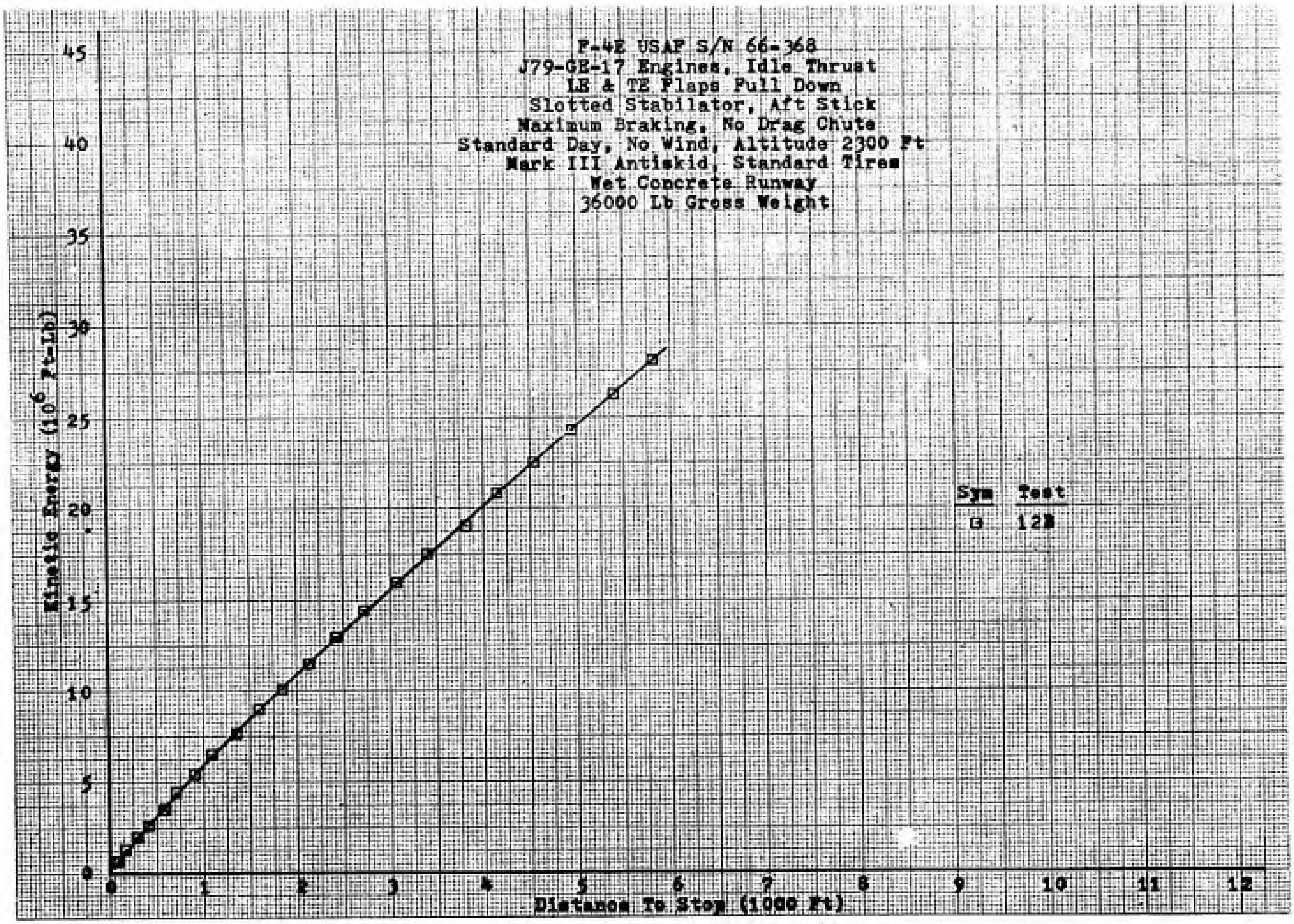


Figure A28 Stopping Performance

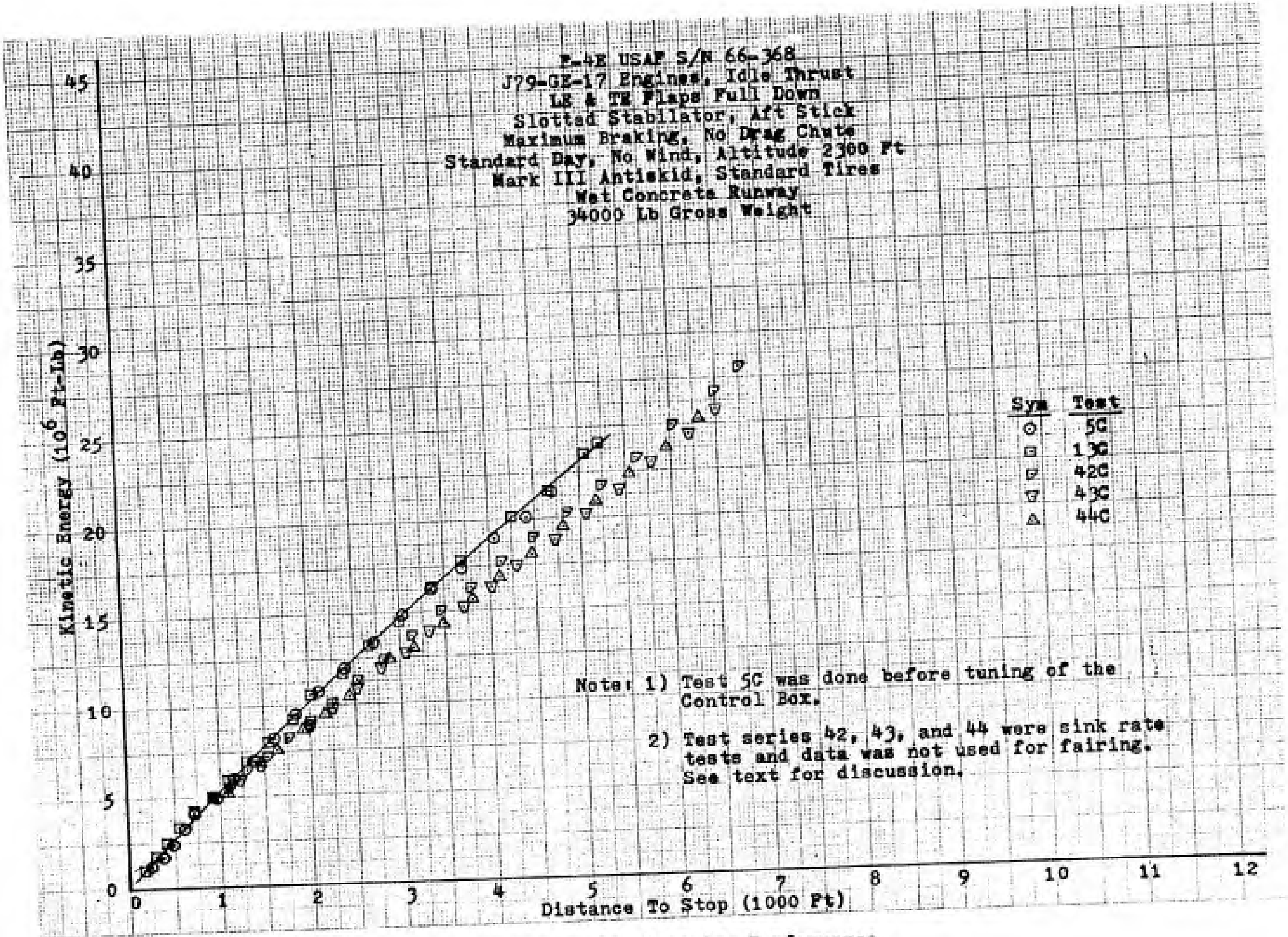


Figure A29 Stopping Performance

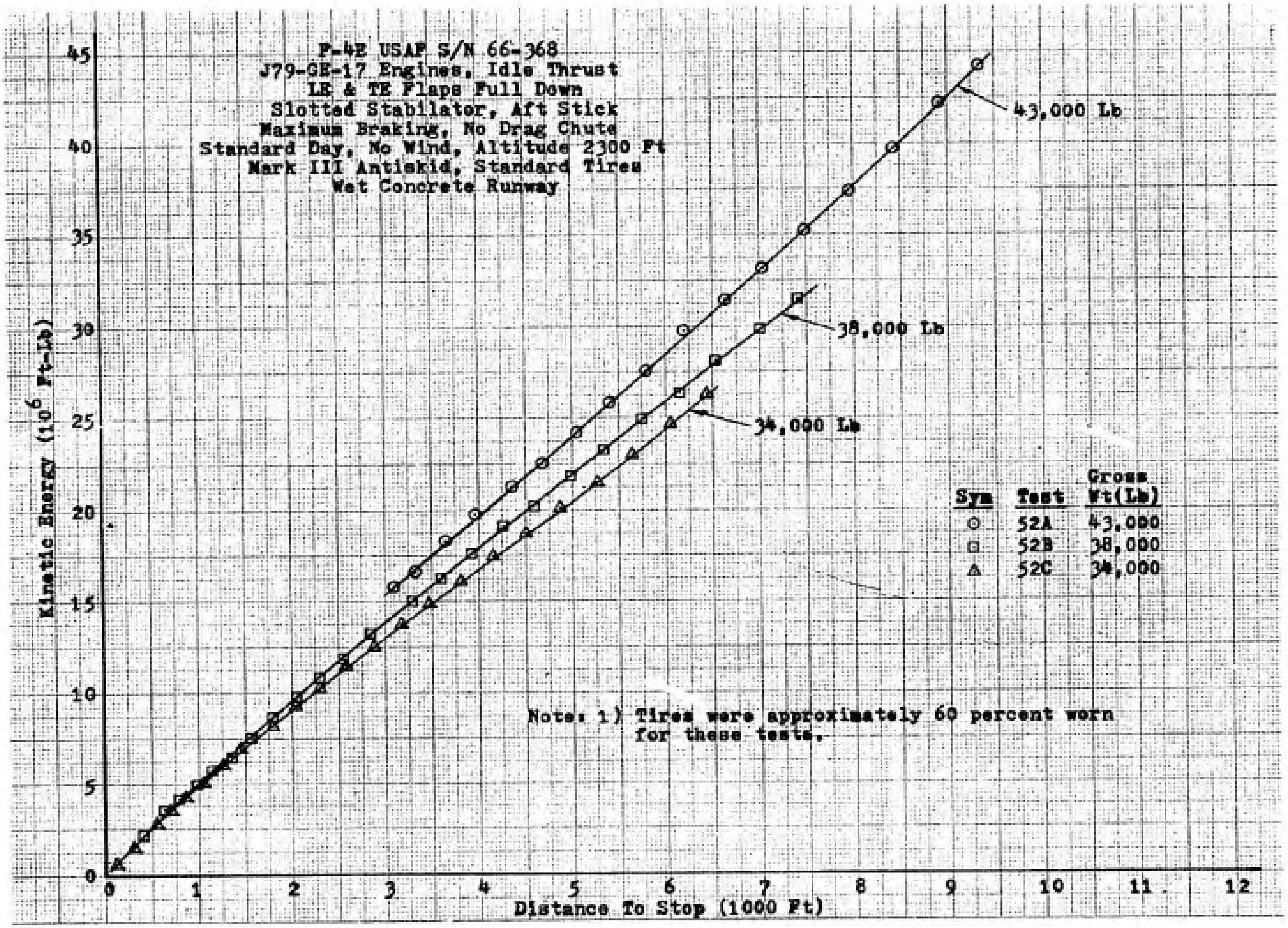


Figure A30 Stopping Performance

F-4E USAF S/N 66-368
J79-GE-17 Engines, Idle Thrust
LE & TE Flaps Full Down
Slotted Stabilator, Aft Stick
Maximum Braking, No Drag Chute
Test Day Conditions
Mark III Antiskid, Standard Tires
Wet Concrete Runway

Sym	Test	Gross Wt(Lb)	Wind (Kt)	Amb Temp (Deg C)	Press Alt (Ft)	Brake Energy (Ft-Lb x 10^{-6})
○	12A	40,350	-6.5	3.7	2263	20.18
□	12B	36,050	-5.7	6.0	2253	16.35
△	13A	42,200	-1.5	4.0	2119	18.13
▽	13B	37,875	-3.0	7.0	2112	16.13
◁	13C	34,400	-1.8	9.0	2108	13.21

Note: 1) Dashed line is fairing of Mark II data from Figure A20.

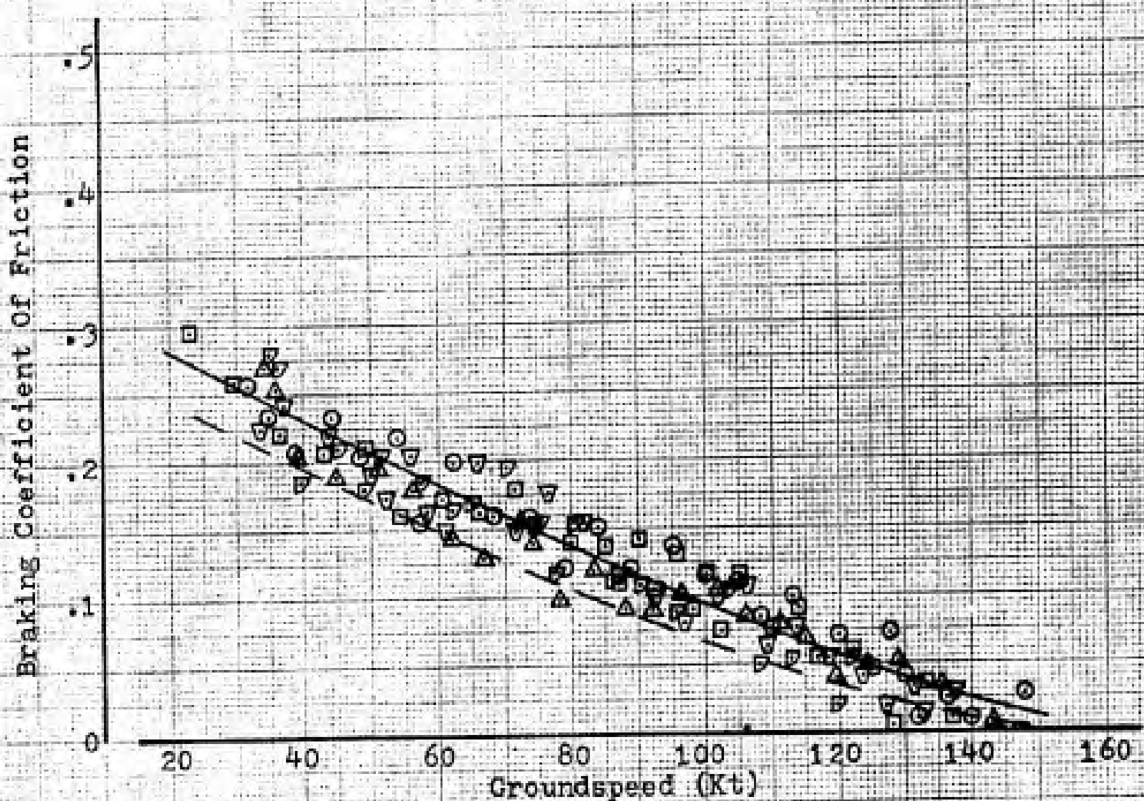


Figure A31 Braking Coefficient Of Friction

F-4E USAF S/N 66-368
J79-GE-17 Engines, Idle Thrust
LE & TE Flaps Full Down
Slotted Stabilator, Aft Stick
Maximum Braking, No Drag Chute
Test Day Conditions
Mark III Antiskid, Standard Tires
Wet Concrete Runway

Sym	Test	Gross Wt(Lb)	Wind (Kt)	Amb Temp (Deg C)	Press Alt (Ft)	Brake Energy (Ft-Lb x 10^{-6})
☆	41A	42,350	0.0	15.9	2272	6.37
▽	41B	37,700	0.0	20.0	2273	9.22
✧	42A	43,200	-3.0	16.5	2253	4.02
⊖	42B	38,850	-3.6	20.0	2248	4.63
◇	42C	34,550	-3.1	22.2	2243	8.89
▽	43A	43,000	-4.0	22.0	2302	2.67
⊙	43B	38,375	-7.6	25.0	2302	4.70
⊡	43C	34,700	-6.0	29.0	2302	7.97
◈	44A	43,200	-4.1	22.5	2356	6.10
▽	44B	38,200	-4.2	25.0	2357	5.99
△	44C	34,550	-4.6	27.6	2360	7.75

Note: 1) All of these braking runs occurred on sink rate tests.

2) Curve is fairing from Figure A31.

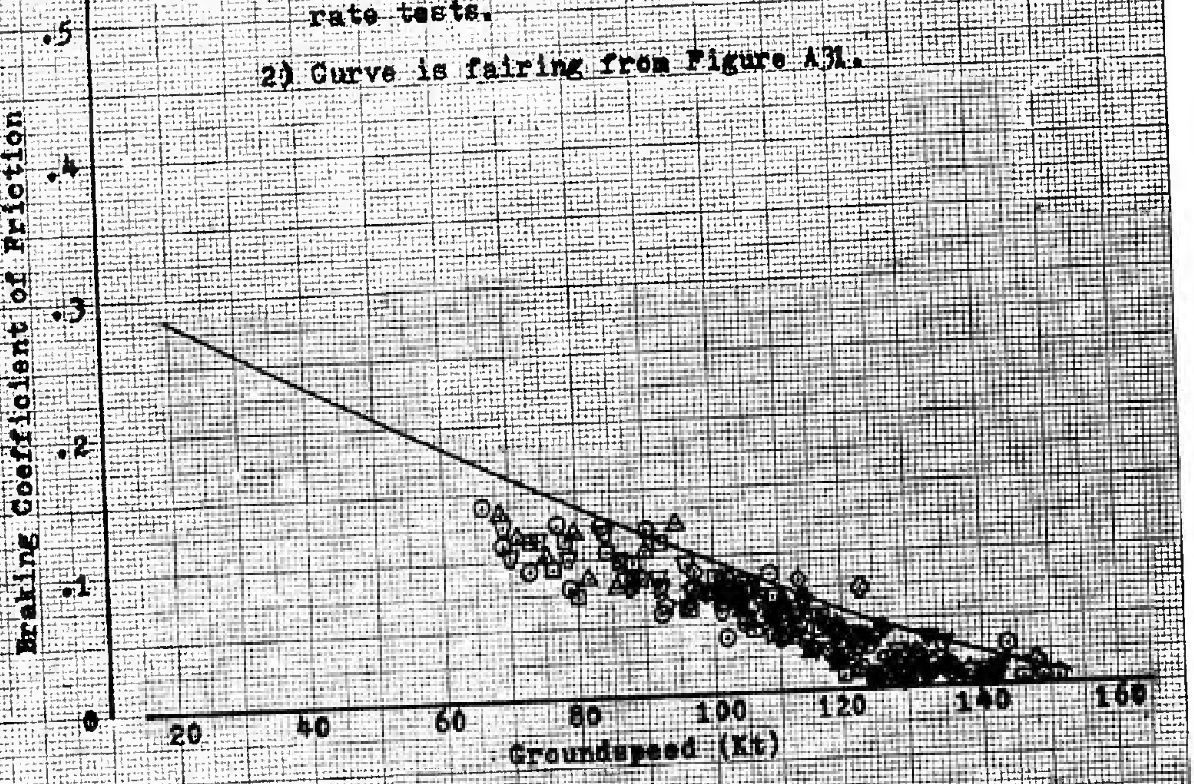


Figure A32 Braking Coefficient Of Friction

F-4E USAF S/N 66-368
J79-GE-17 Engines, Idle Thrust
LE & TE Flaps Full Down
Slotted Stabilator, Aft Stick
Maximum Braking, No Drag Chute
Test Day Conditions
Mark III Antiskid, Standard Tires
Wet Concrete Runway

Sym	Test	Gross Wt(Lb)	Wind (Kt)	Amb Temp (Deg C)	Press Alt (Ft)	Brake Energy (Ft-Lb x 10^{-6})
⊙	3A	39,200	-12.2	9.0	2140	19.30

Note: 1) This test was done before the Antiskid Control Valve was changed and before tuning of the Control Box.

2) Curve is fairing from Figure A31.

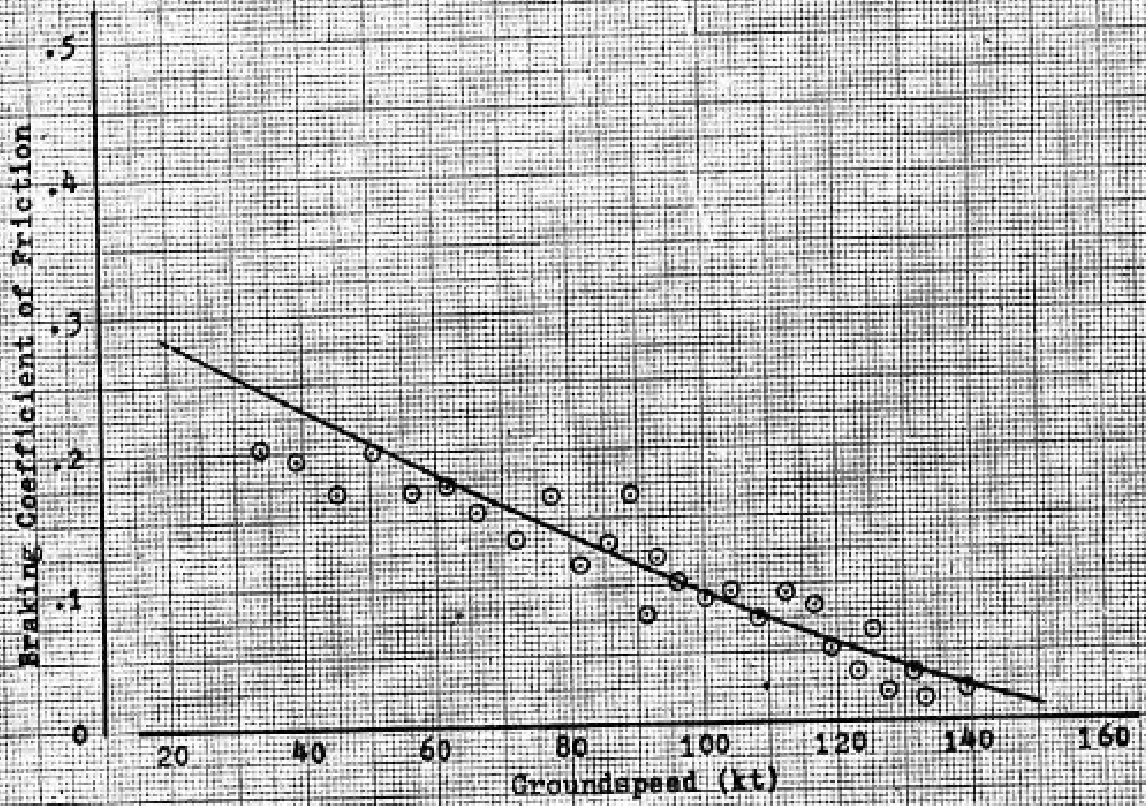


Figure A33 Braking Coefficient Of Friction

F-4E USAF S/N 66-368
J79-GE-17 Engines, Idle Thrust
LE & TE Flaps Full Down
Slotted Stabilator, Aft Stick
Maximum Braking, No Drag Chute
Test Day Conditions
Mark III Antiskid, Standard Tires
Wet Concrete Runway

Sym	Test	Gross Wt (Lb)	Wind (Kt)	Amb Temp (Deg C)	Press Alt (Ft)	Brake Energy (Ft-Lb x 10^{-6})
○	5A	42,500	-3.1	11.5	2105	19.08
□	5B	38,050	-1.4	15.3	2117	15.97
△	5C	34,550	1.6	17.0	2133	12.29

Note: 1) These tests were done before tuning of the control box.

2) Curve is fairing from Figure A31.

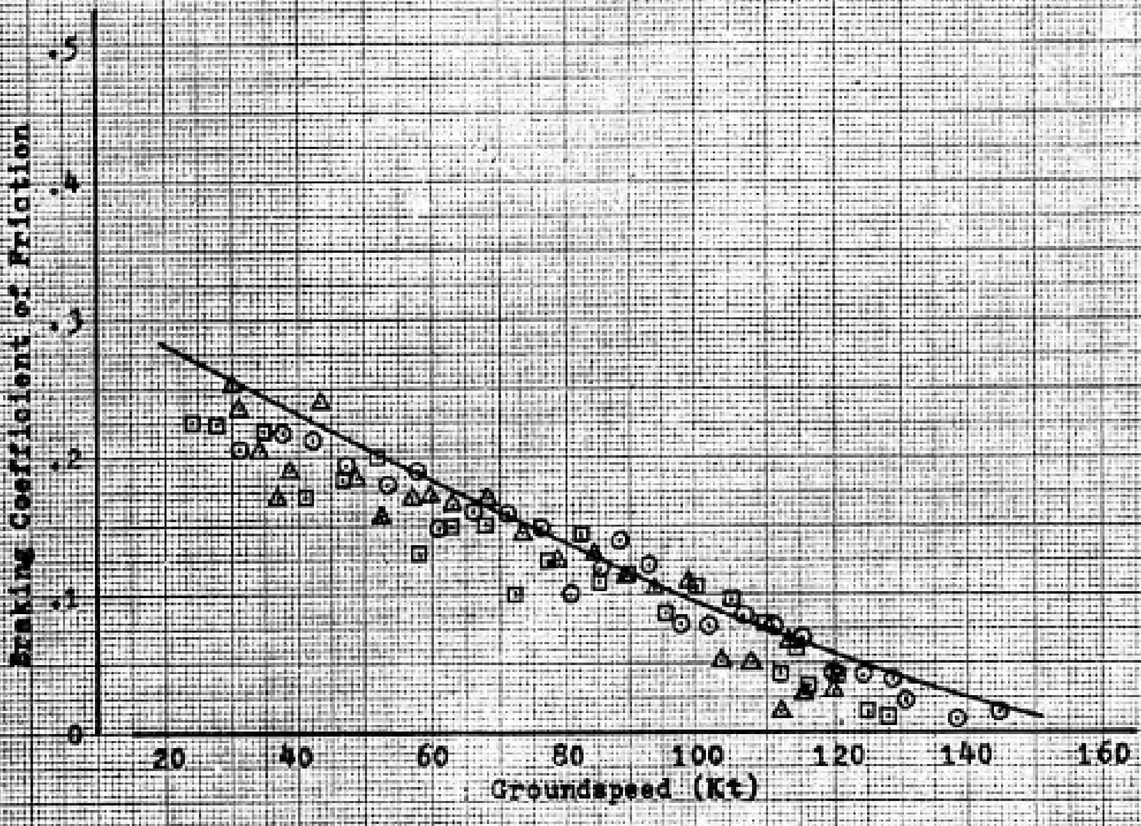


Figure A34 Braking Coefficient Of Friction

F-4E USAF S/N 66-368
J79-GE-17 Engines, Idle Thrust
LE & TE Flaps Full Down
Slotted Stabilator, Aft Stick
Maximum Braking, No Drag Chute
Test Day Conditions
Mark III Antiskid, Standard Tires
Wet Concrete Runway

Sym	Test	Gross Wt(Lb)	Wind (Kt)	Amb Temp (Deg C)	Press Alt (Ft)	Brake Energy (Ft-Lb x 10^{-6})
△	52A	43,200	-4.8	19.8	2334	6.14
▫	52B	38,350	-4.2	21.4	2332	14.03
⊙	52C	34,550	-5.6	22.5	2331	13.32

Note: 1) Tires were approximately 60 percent worn for these tests.

2) Curve is fairing from Figure A31.

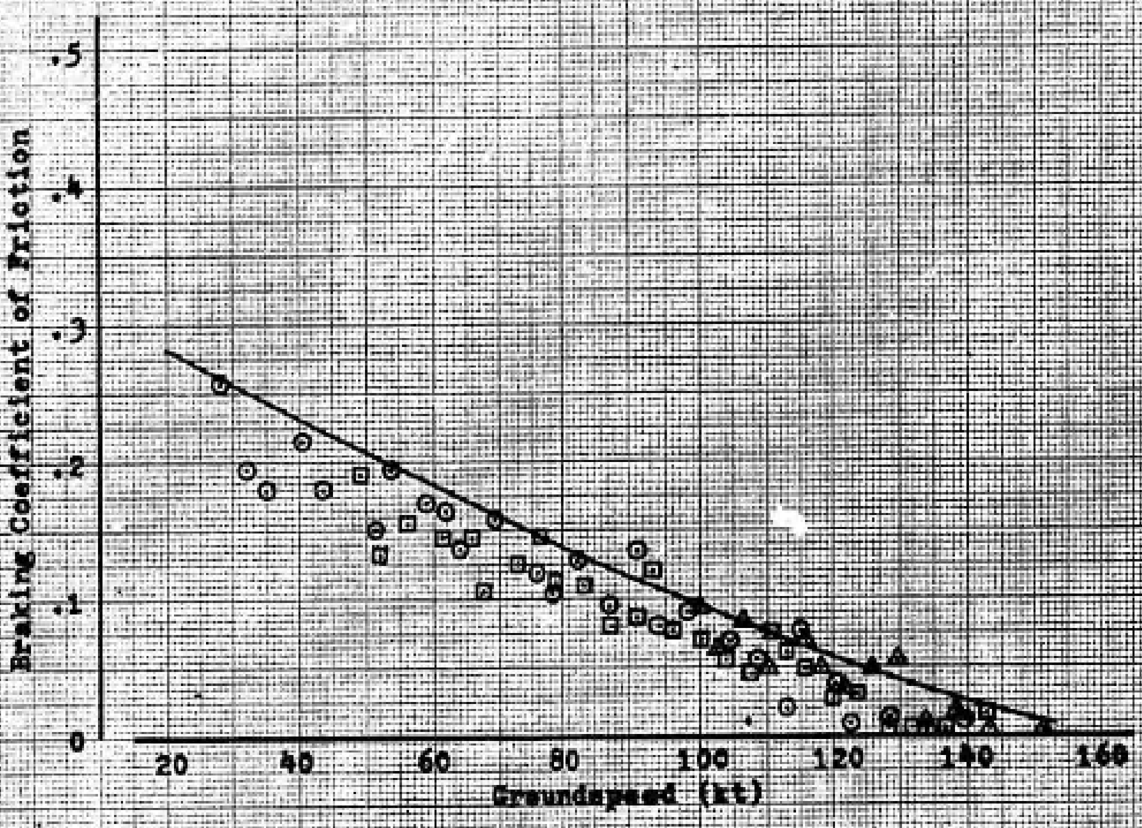


Figure A35 Braking Coefficient Of Friction

F-4E USAF S/N 66-368
J79-GE-17 Engines, Idle Thrust
LE Flaps Full Down, TE Flaps Half Down
Slotted Stabilator, Aft Stick
Maximum Braking, No Drag Chute
Test Day Conditions
Mark III Antiskid, Standard Tires
Wet Concrete Runway

Sym	Test	Gross Wt(Lb)	Wind (Kt)	Amb Temp (Deg C)	Press Alt (Ft)	Brake Energy (Ft-Lb x 10^{-6})
⊙	46A	43,200	-3.0	17.8	2240	13.04
⊡	46B	38,375	-0.4	19.4	2238	9.77
△	46C	34,700	-0.4	22.5	2238	13.26

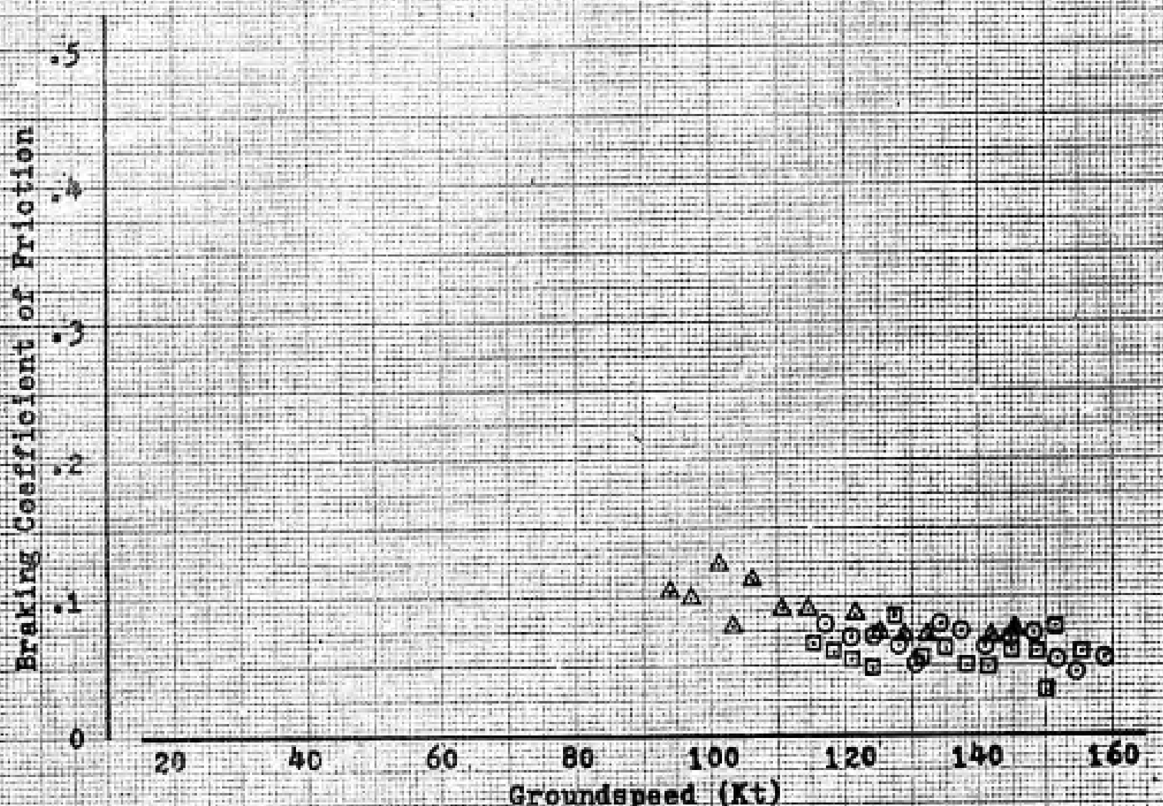


Figure A36 Braking Coefficient Of Friction

F-4E USAF S/N 66-368
J79-GE-17 Engines, Idle Thrust
LE & TE Flaps Full Up
Slotted Stabilator, Aft Stick
Maximum Braking, No Drag Chute
Test Day Conditions
Mark III Antiskid, Standard Tires
Wet Concrete Runway

Sym	Test	Gross Wt(Lb)	Wind (Kt)	Amb Temp (Deg C)	Press Alt (Ft)	Brake Energy (Ft-Lb x 10^{-6})
○	45A	43,200	0.0	18.0	2315	4.81
□	45B	38,550	-0.4	20.5	2312	5.02
△	45C	34,700	-3.9	22.0	2305	6.69

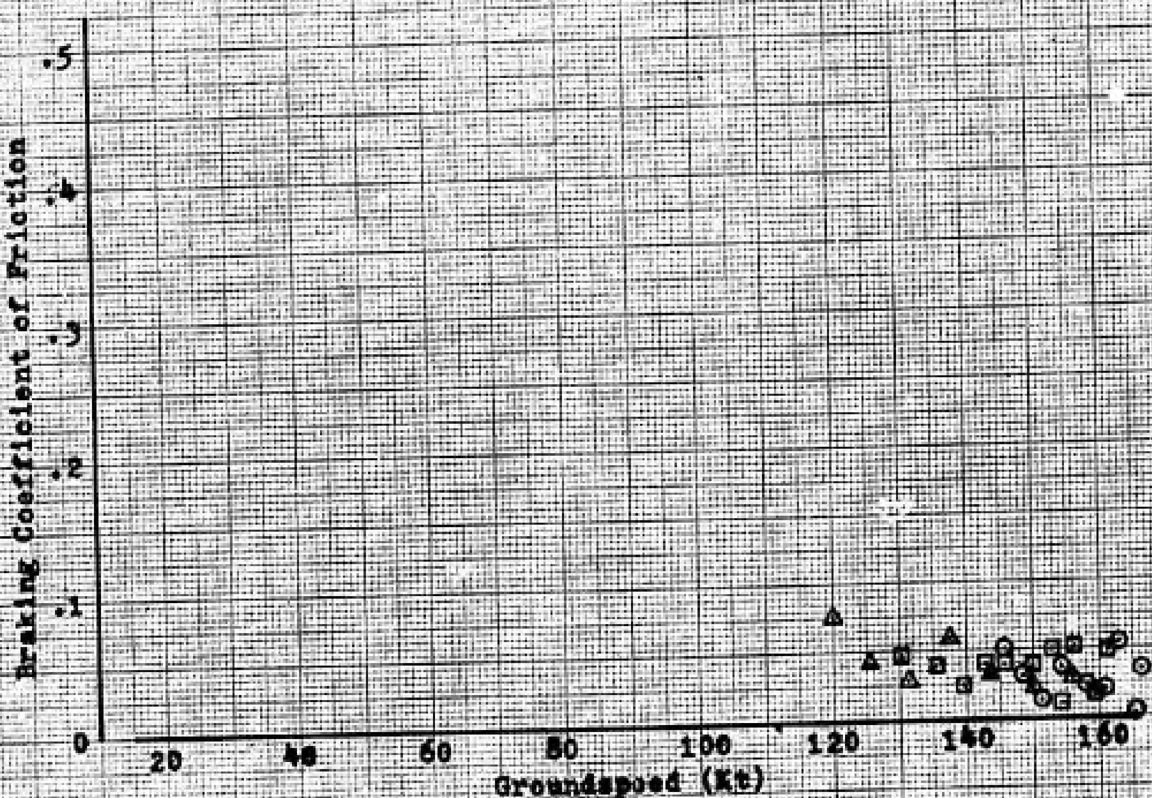


Figure A37 Braking Coefficient Of Friction

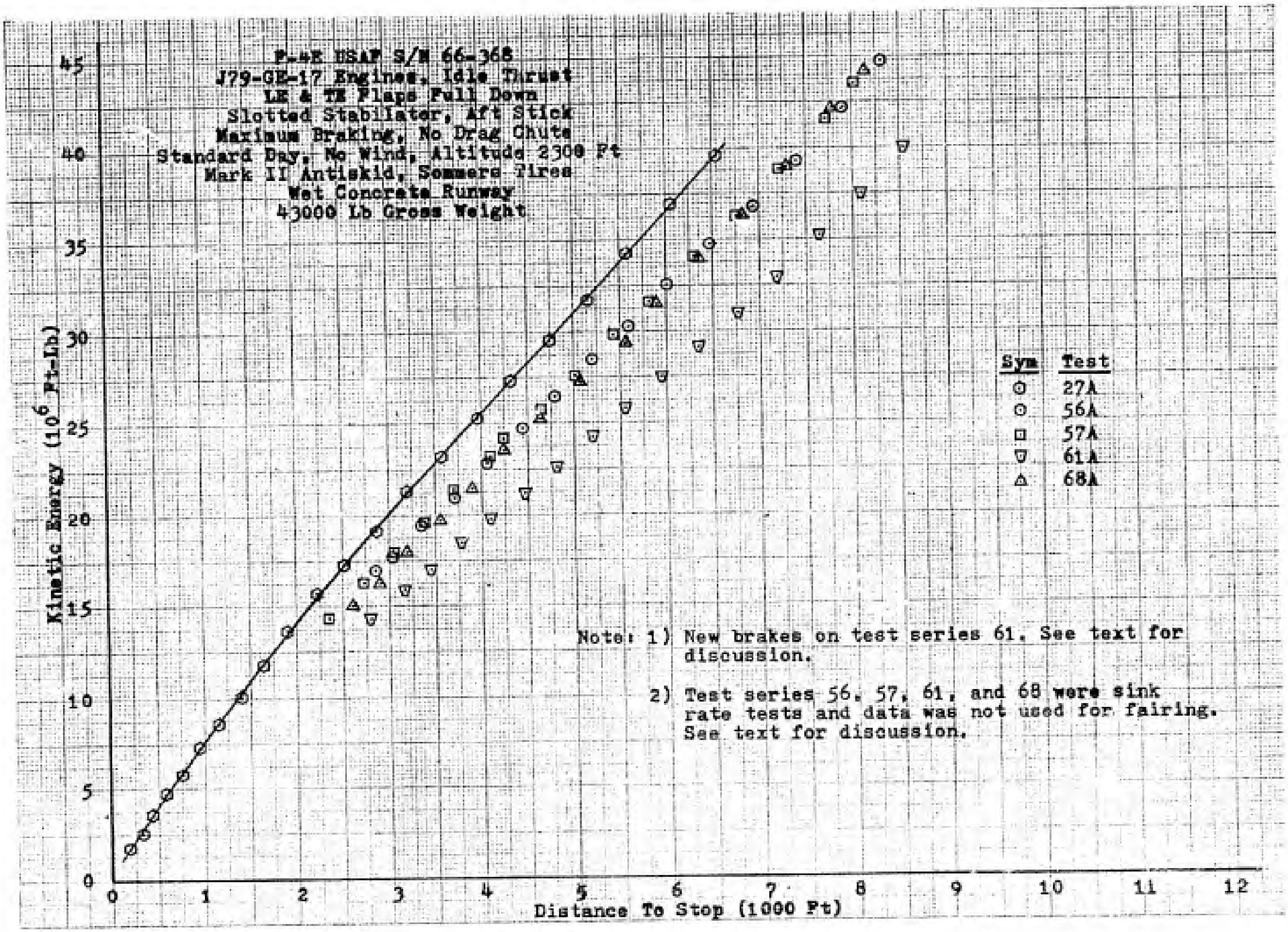


Figure A38 Stopping Performance

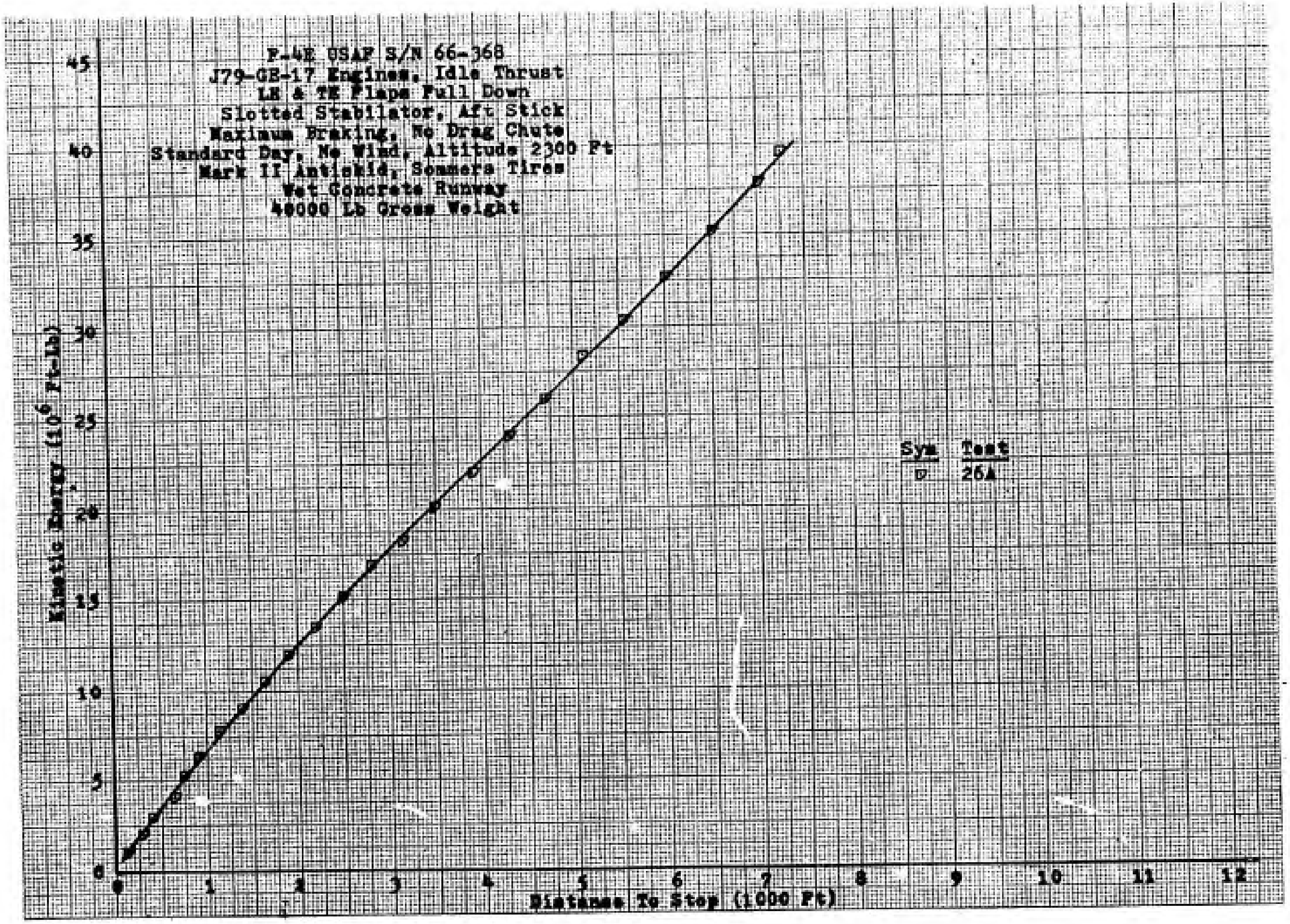


Figure A39 Stopping Performance

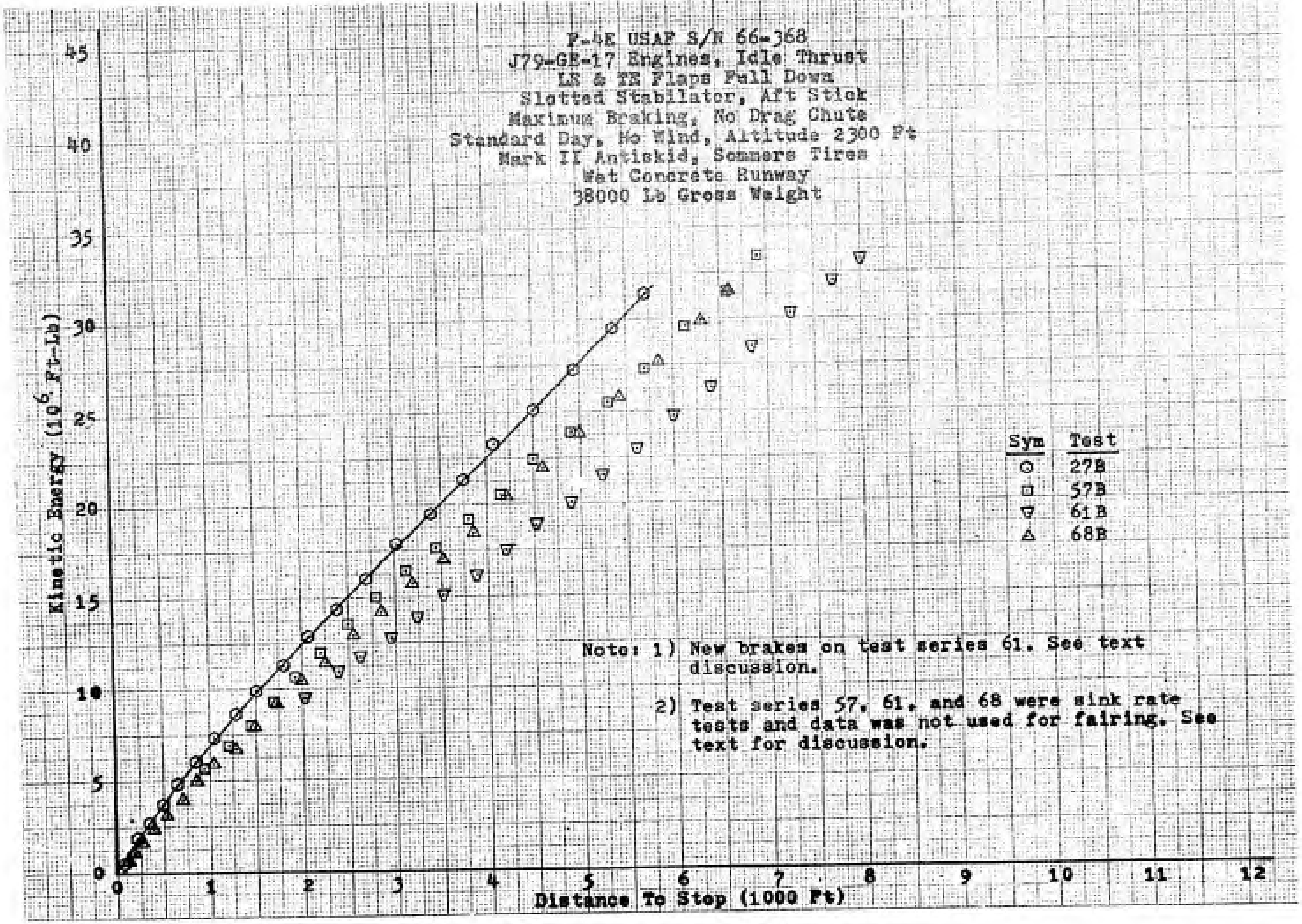


Figure A40 Stopping Performance

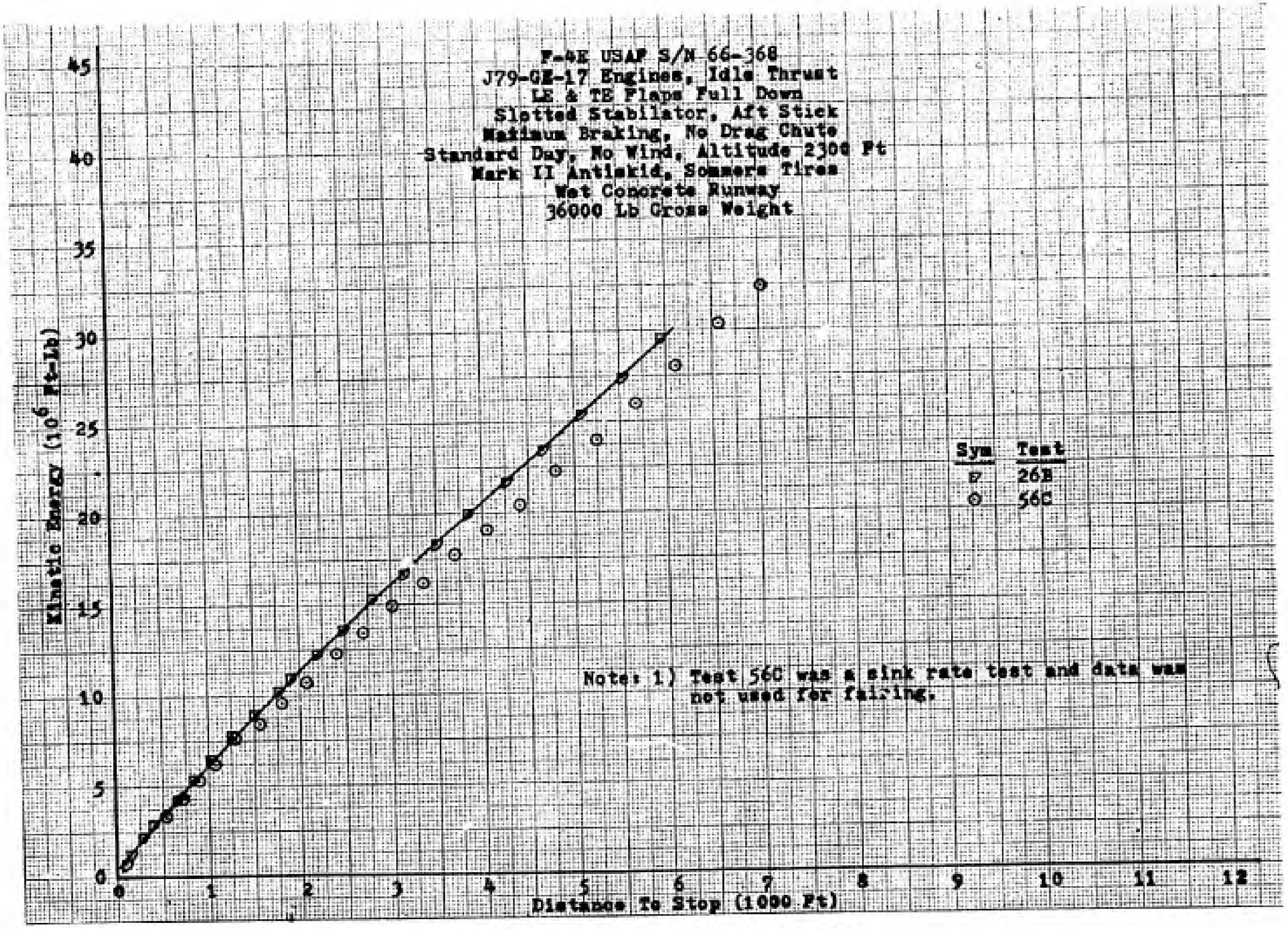


Figure A41 Stopping Performance

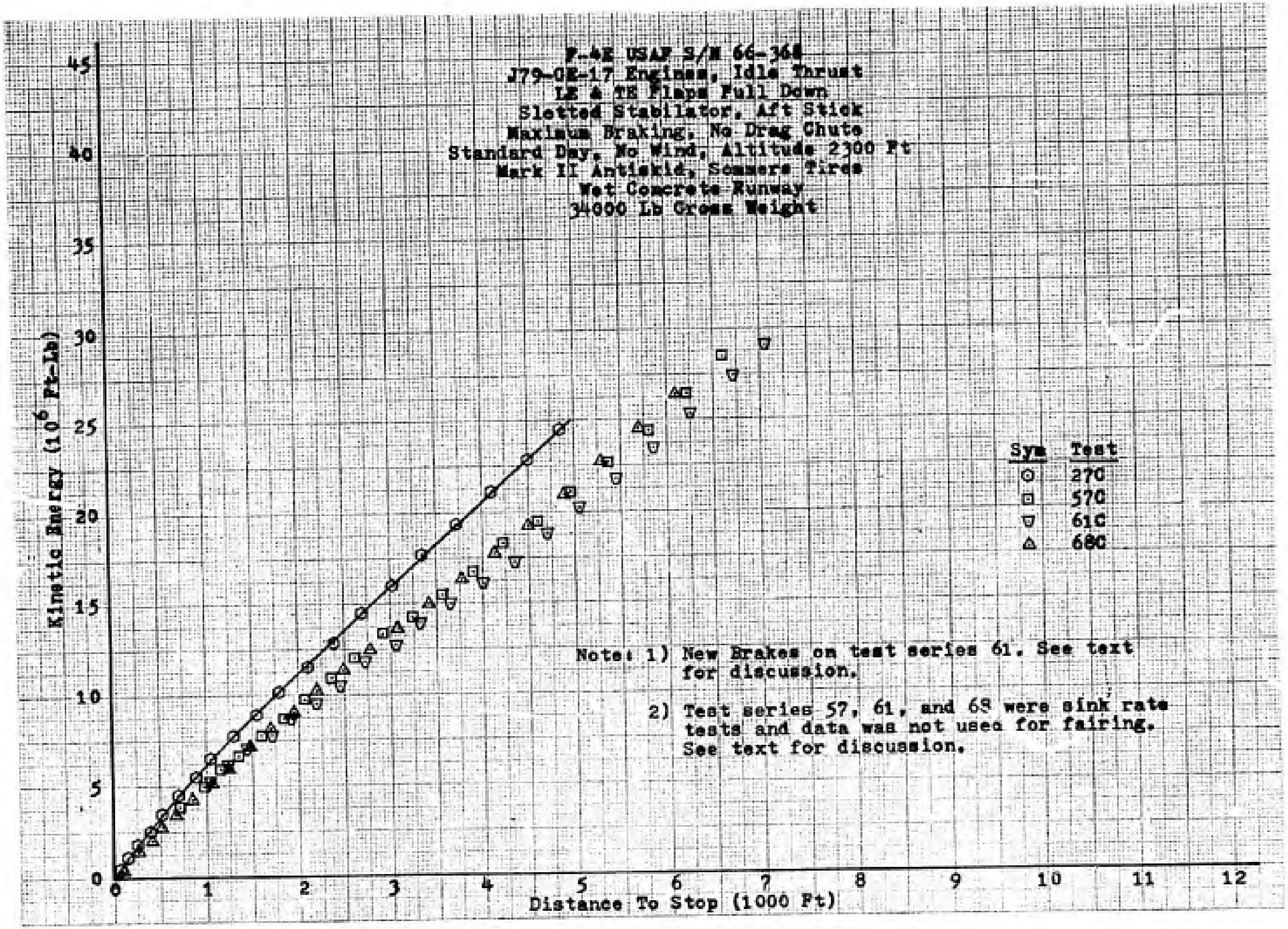


Figure A42 Stopping Performance

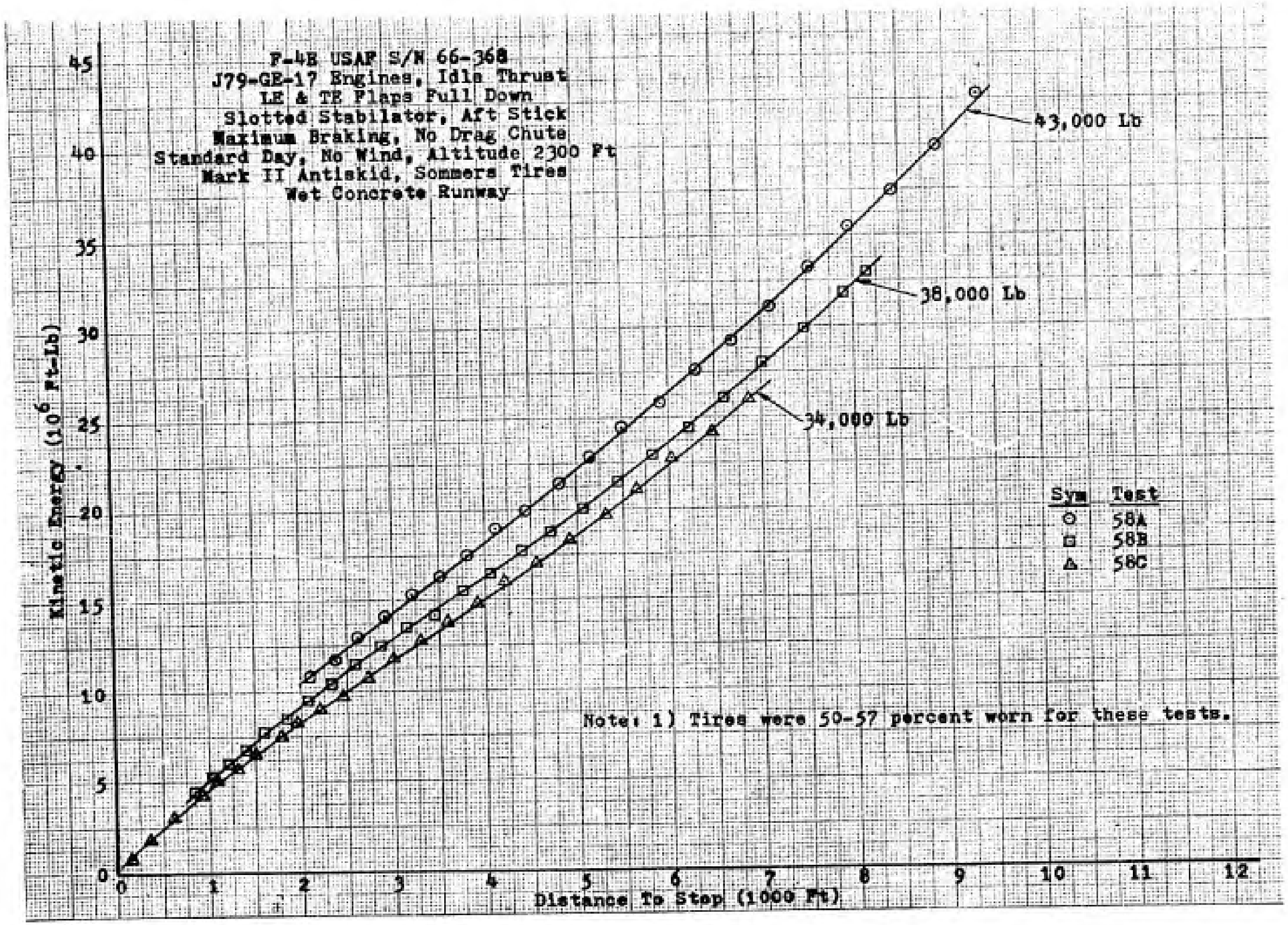


Figure A43 Stopping Performance

F-4E USAF S/N 66-368
J79-GE-17 Engines, Idle Thrust
LE & TE Flaps Full Down
Slotted Stabilator, Aft Stick
Maximum Braking, No Drag Chute
Test Day Conditions
Mark II Antiskid, Sommers Tires
Wet Concrete Runway

Sym	Test	Gross Wt(Lb)	Wind (Kt)	Amb Temp (Deg C)	Press Alt (Ft)	Brake Energy (Ft-Lb x 10^{-6})
⊙	26A	39,436	-2.3	15.8	2272	18.49
⊡	26B	35,786	-1.0	19.0	2272	15.70
△	27A	43,200	-3.5	12.1	2073	21.82
▽	27B	38,350	-5.7	14.2	2067	19.58
▽	27C	34,550	-5.2	16.0	2063	16.62

Note: 1) Dashed line is fairing of Mark III data from Figure A54.

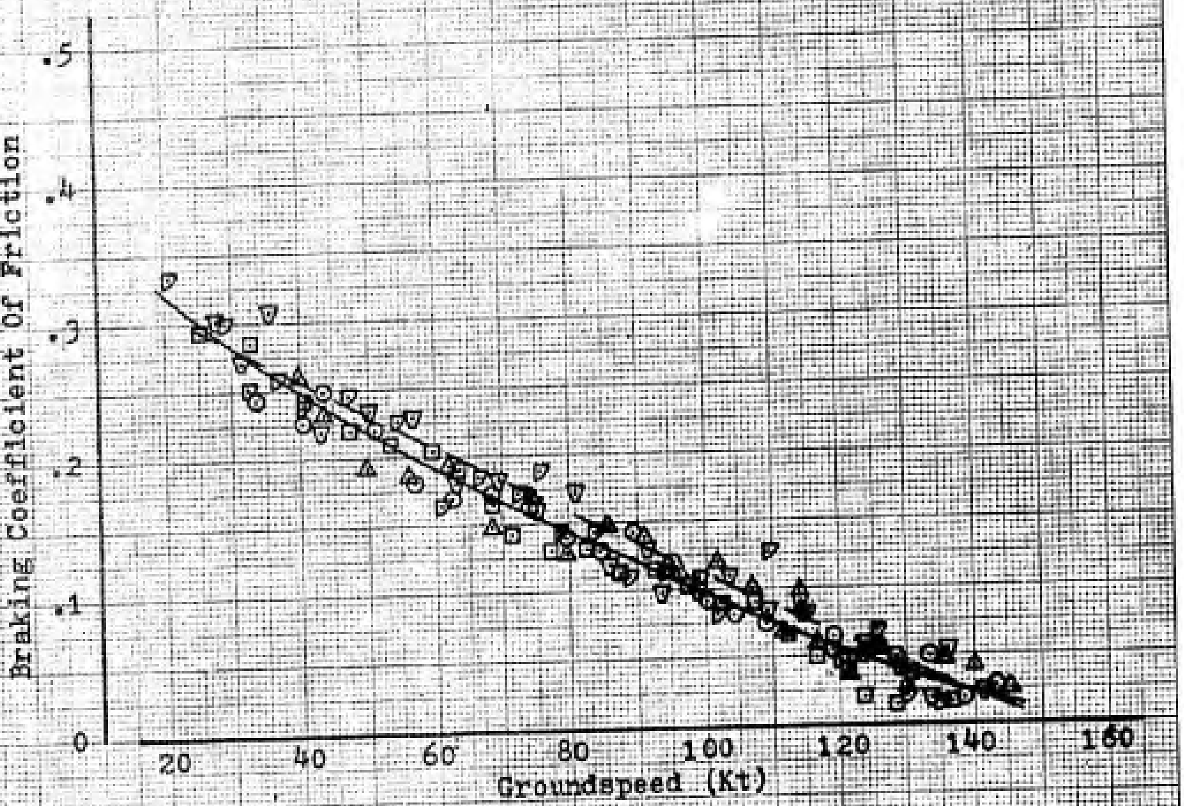


Figure A44 Braking Coefficient Of Friction

F-4E USAF S/N 66-368
J79-GE-17 Engines, Idle Thrust
LE & TE Flaps Full Down
Slotted Stabilator, Aft Stick
Maximum Braking, No Drag Chute
Test Day Conditions
Mark II Antiskid, Sommers Tires
Wet Concrete Runway

Sym	Test	Gross Wt(Lb)	Wind (Kt)	Amb Temp (Deg C)	Press Alt (Ft)	Brake Energy (Ft-Lb x 10^{-6})
☆	56A	43,250	-4.0	17.5	2266	6.46
⊙	56C	35,200	-4.4	21.0	2253	13.26
◇	57A	43,200	-4.3	18.3	2229	7.67
▽	57B	38,300	-4.9	18.3	2228	11.93
▷	57C	34,550	-6.6	21.1	2225	10.65
△	68A	42,600	-2.1	10.0	2190	7.87
⊡	68B	37,800	-4.8	12.2	2185	15.36
⊙	68C	34,100	-2.1	15.0	2183	13.75

Note: 1) All of these braking runs occurred on sink rate tests.

2) Curve is fairing from Figure A44.

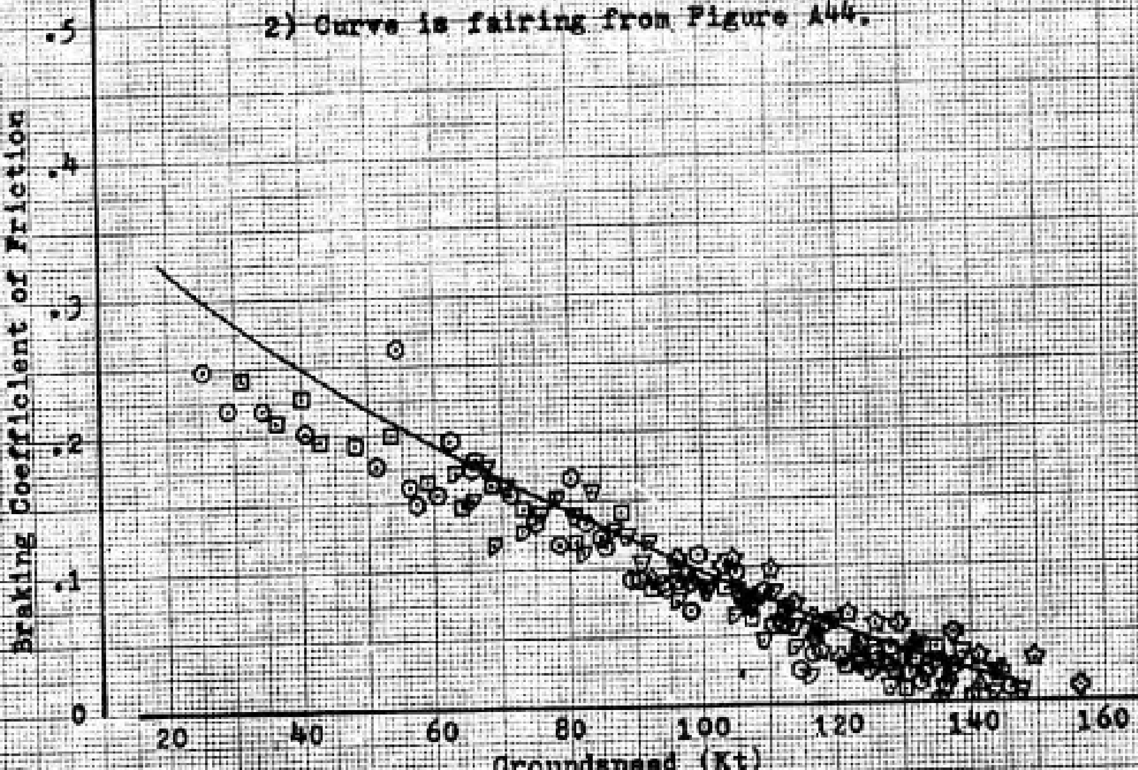


Figure A45 Braking Coefficient Of Friction

F-4E USAF S/N 66-368
J79-GE-17 Engines, Idle Thrust
LE & TE Flaps Full Down
Slotted Stabilator, Aft Stick
Maximum Braking, No Drag Chute
Test Day Conditions
Mark II Antiskid, Sommers Tires
Wet Concrete Runway

Sym	Test	Gross Wt(Lb)	Wind (Kt)	Amb Temp (Deg C)	Press Alt (Ft)	Brake Energy (Ft-Lb x 10^{-6})
△	61A	42,900	0.1	22.2	2228	6.18
□	61B	38,150	-0.7	23.9	2226	6.74
○	61C	34,300	-1.2	23.9	2225	8.57

Note: 1) New brakes on aircraft for these tests. See text for discussion.

2) Curve is fairing from Figure A44.

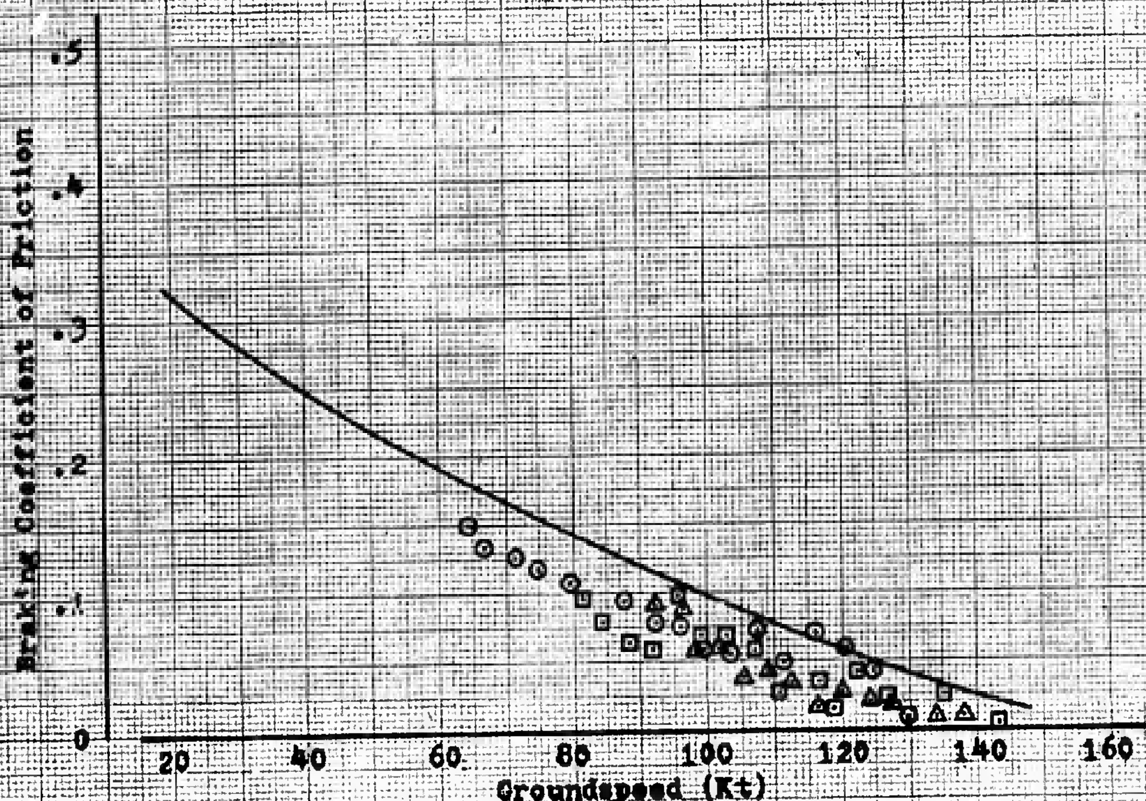


Figure A46 Braking Coefficient Of Friction

F-4E USAF S/N 66-368
J79-GE-17 Engines, Idle Thrust
LE & TE Flaps Full Down
Slotted Stabilator, Aft Stick
Maximum Braking, No Drag Chute
Test Day Conditions
Mark II Antiskid, Sommers Tires
Wet Concrete Runway

Sym	Test	Gross Wt(Lb)	Wind (Kt)	Amb Temp (Deg C)	Press Alt (Ft)	Brake Energy (Ft-Lb x 10^{-6})
△	58A	43,500	-3.7	17.8	2274	9.18
□	58B	38,550	-2.4	20.0	2271	10.13
⊙	58C	34,550	-2.8	22.8	2268	12.42

Note: 1) Tires were 50-57 percent worn for these tests.

2) Curve is fairing from Figure A44.

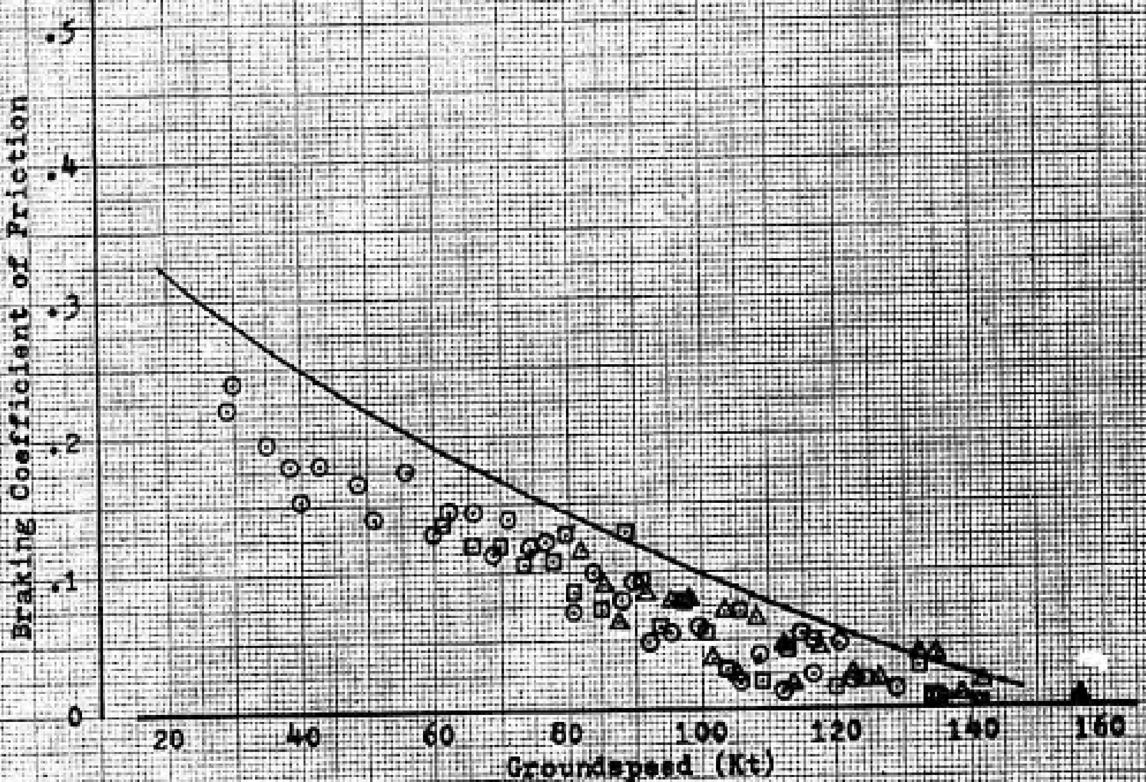


Figure A47 Braking Coefficient Of Friction

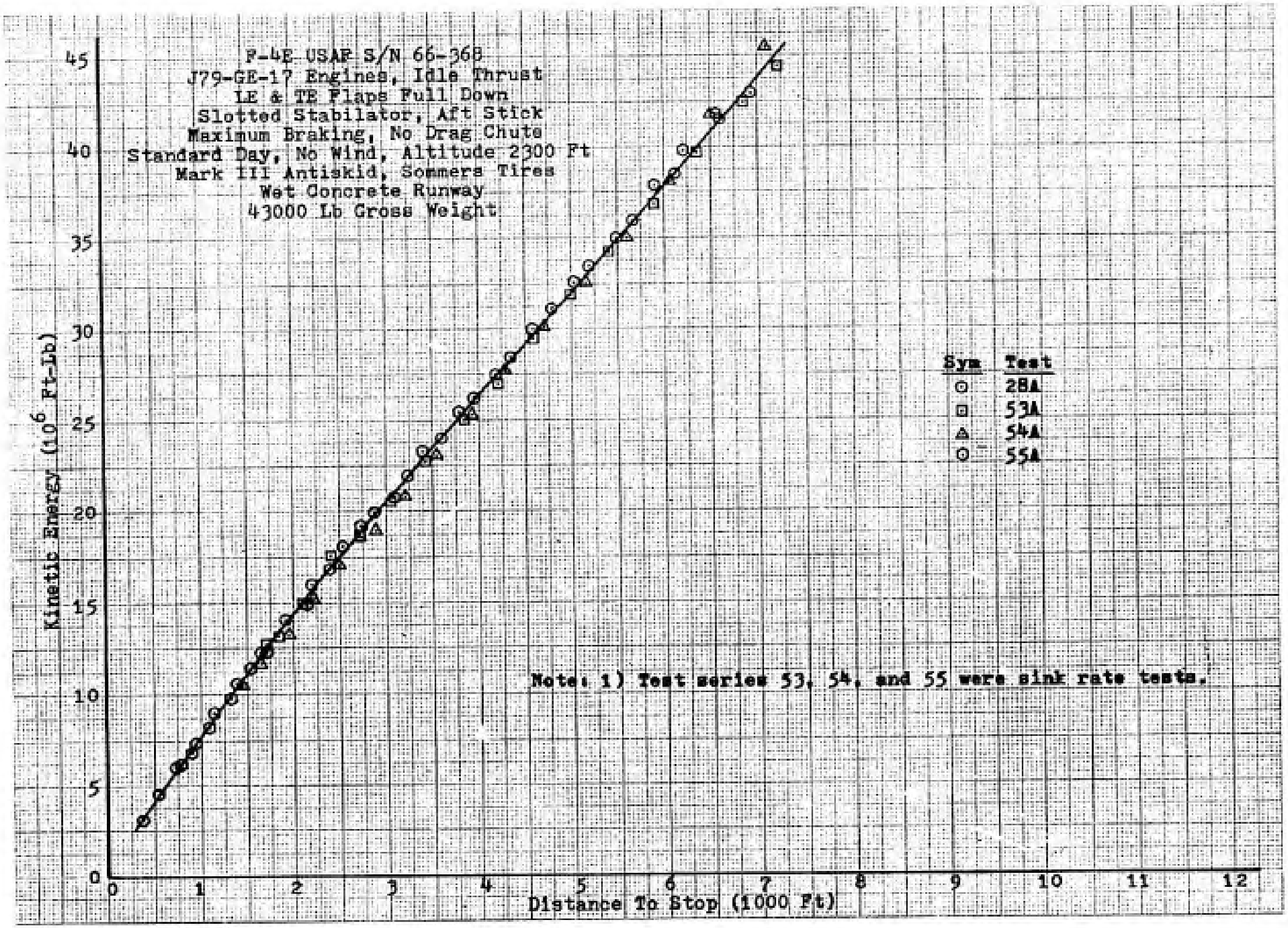


Figure A48 Stopping Performance

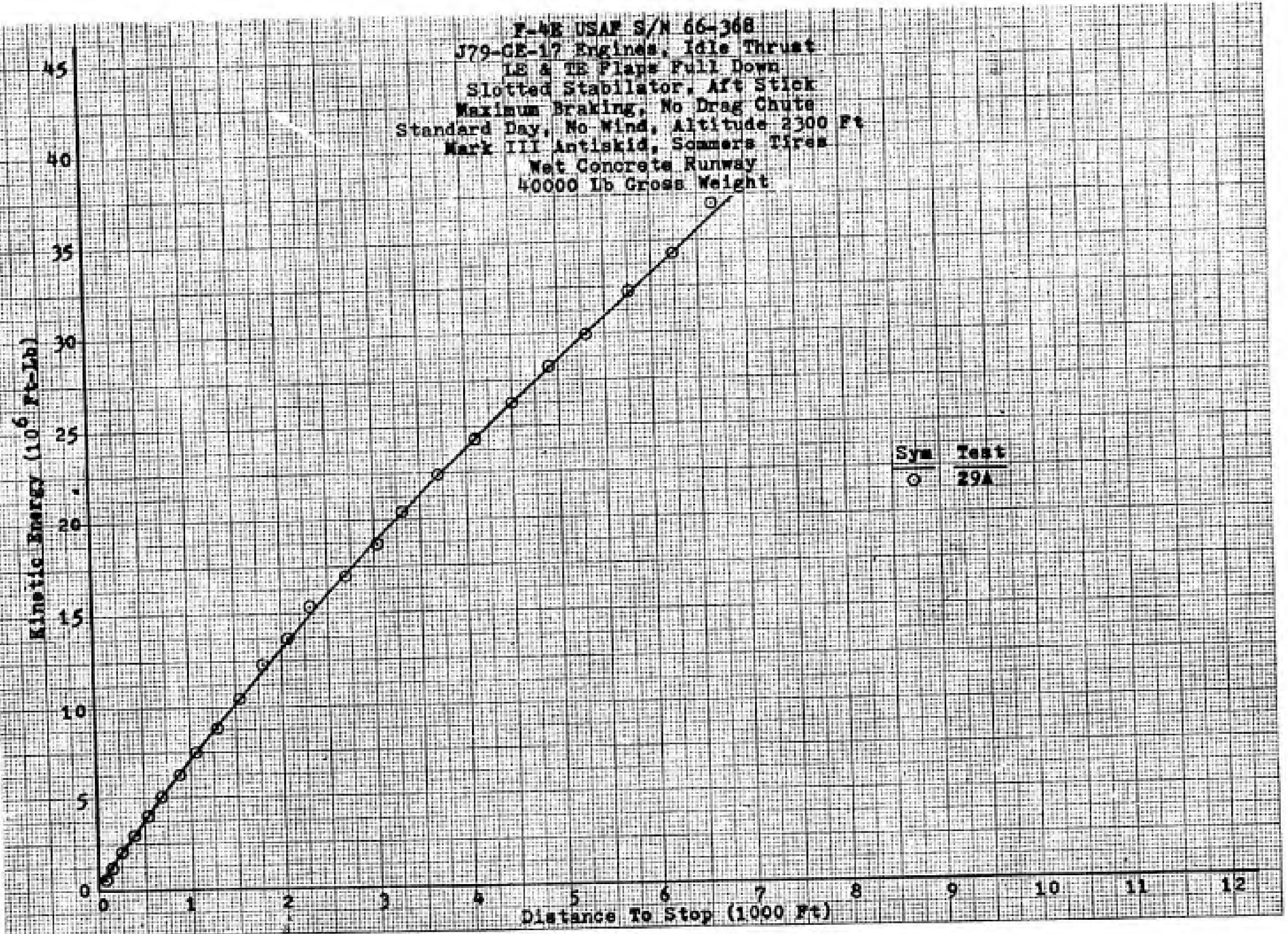


Figure A49 Stopping Performance

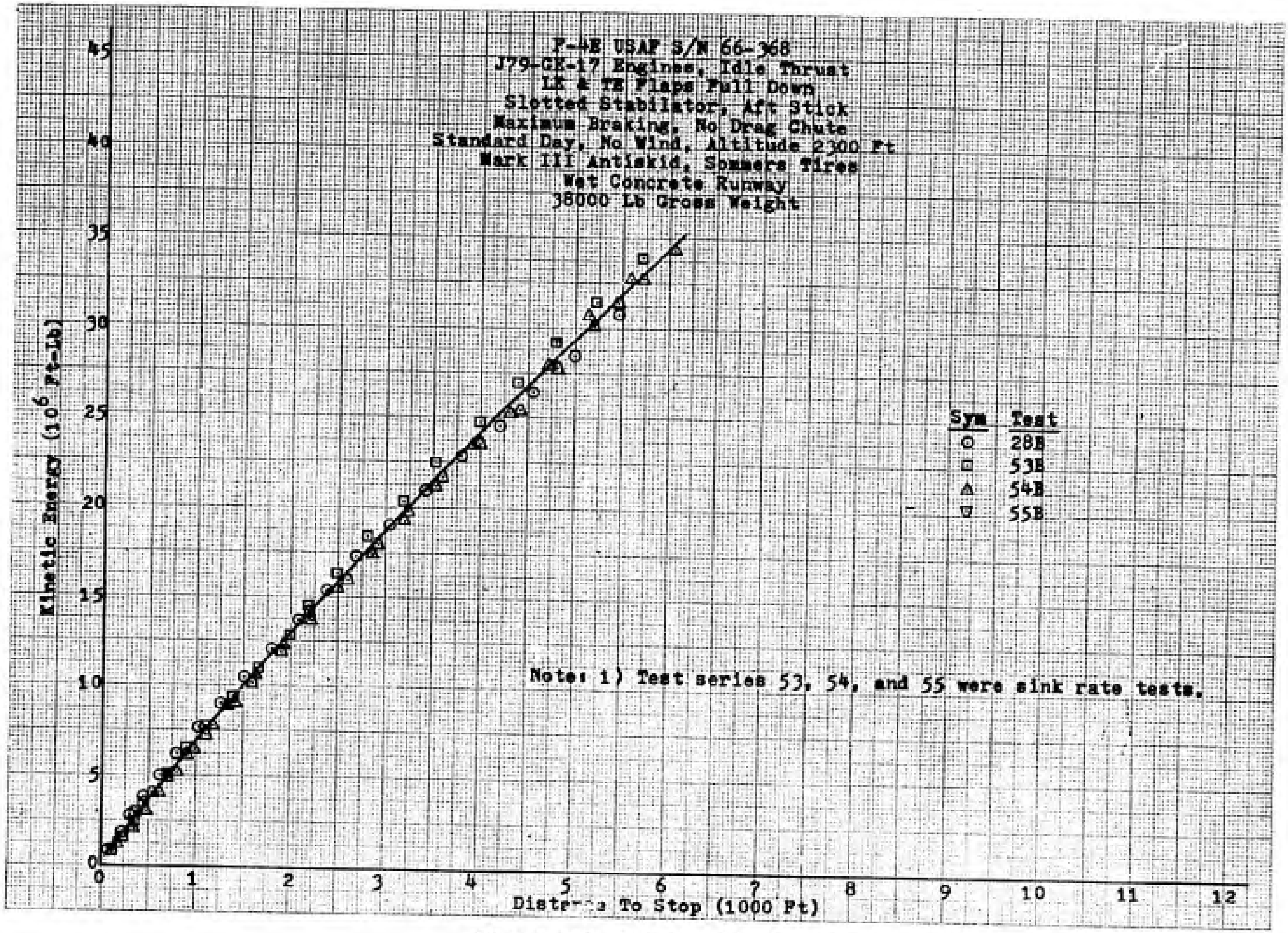


Figure A50 Stopping Performance

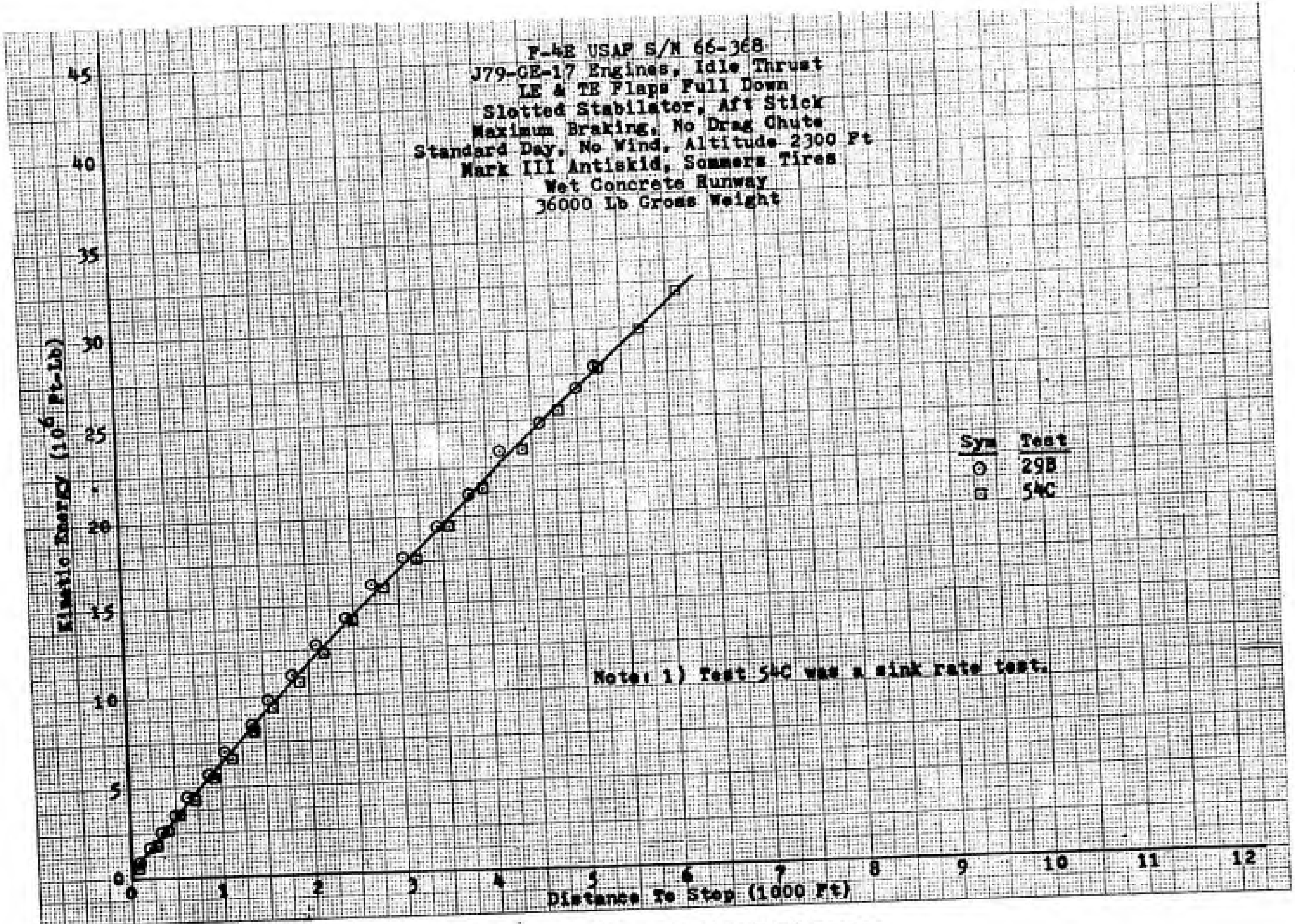


Figure A51 Stopping Performance

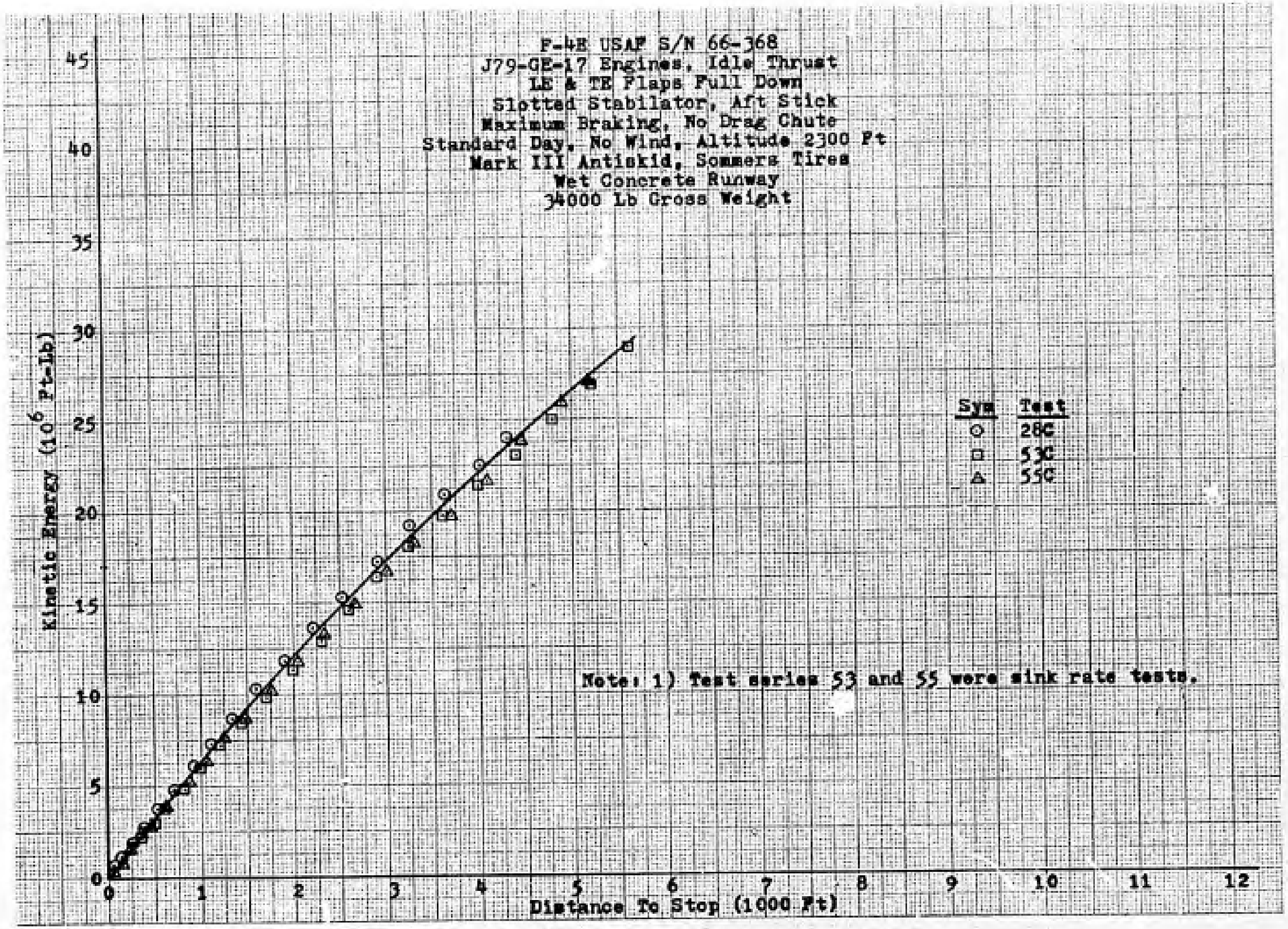


Figure A52 Stopping Performance

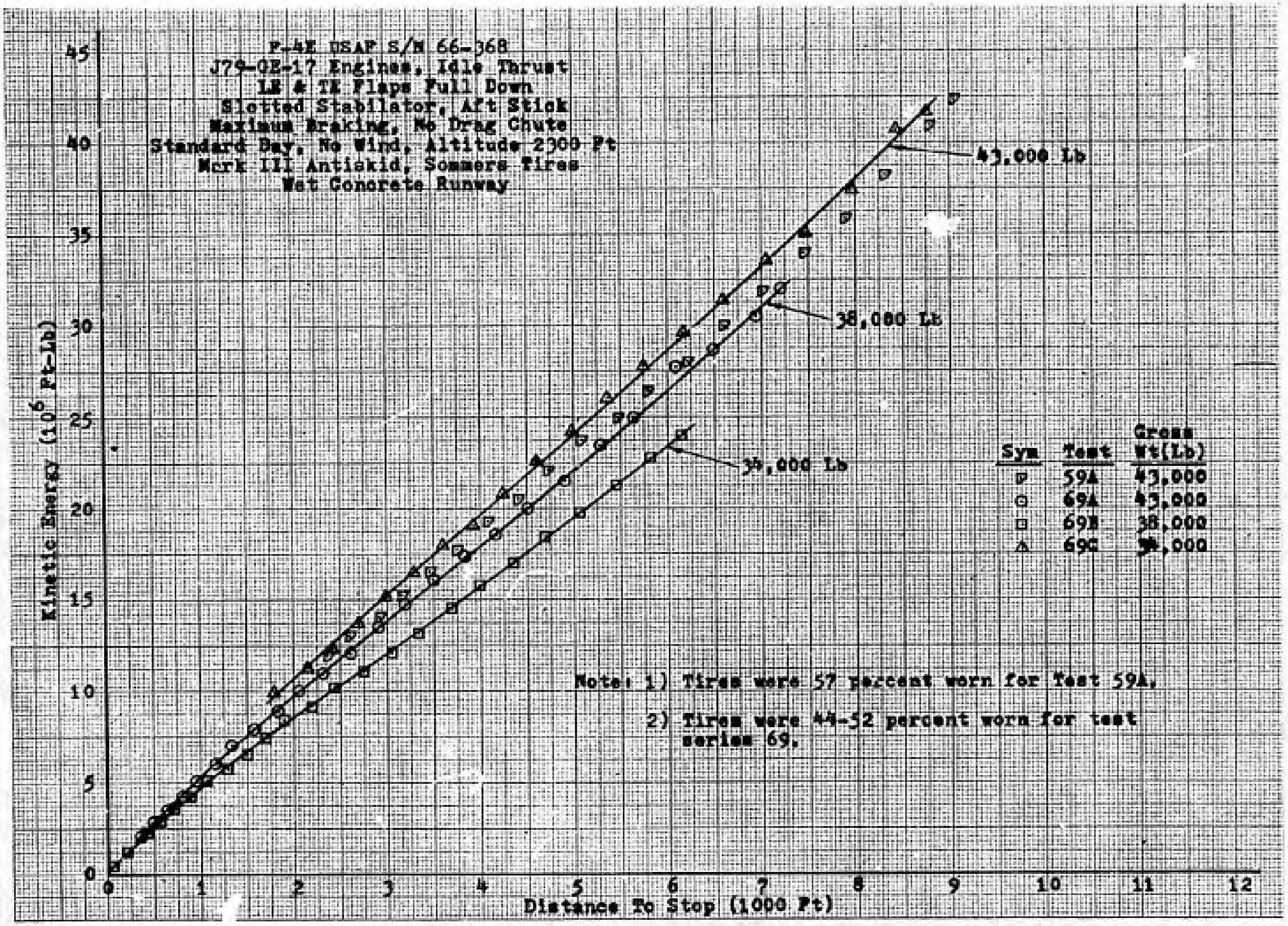


Figure A53 Stopping Performance

F-4E USAF S/N 66-368
J79-GE-17 Engines, Idle Thrust
LE & TE Flaps Full Down
Slotted Stabilator, Aft Stick
Maximum Braking, No Drag Chute
Test Day Conditions
Mark III Antiskid, Semmers Tires
Wet Concrete Runway

Sym	Test	Gross Wt(Lb)	Wind (Kt)	Amb Temp (Deg C)	Press Alt (Feet)	Brake Energy (Ft-Lb x 10^{-6})
○	28A	43,500	-2.5	12.6	2060	20.54
□	28B	38,500	-2.0	16.9	2055	18.37
△	28C	34,450	-2.6	17.7	2051	15.81
▽	29A	40,500	-5.2	16.6	2126	20.62
▽	29B	36,375	-4.1	18.7	2122	17.80

Note: 1) Dashed line is fairing of Mark II data from Figure A44.

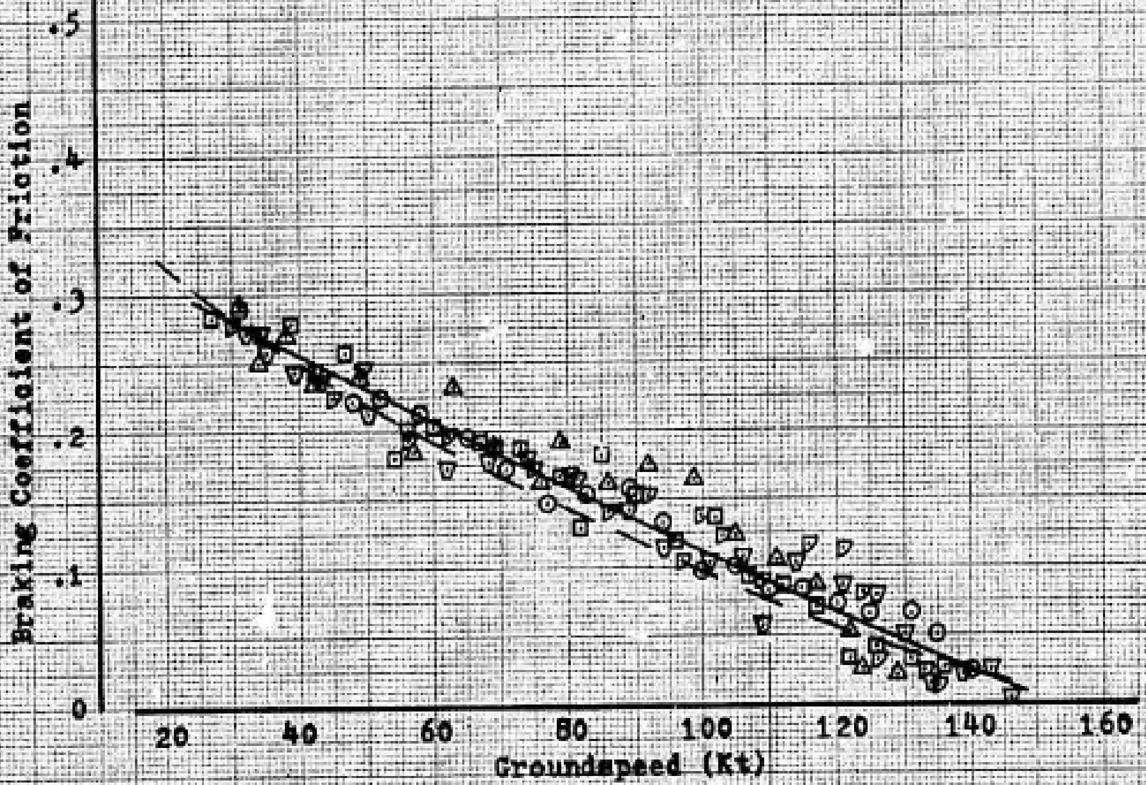


Figure A54 Braking Coefficient Of Friction

F-4E USAF S/N 66-368
J79-GE-17 Engines, Idle Thrust
LE & TE Flaps Full Down
Slotted Stabilator, Aft Stick
Maximum Braking, No Drag Chute
Test Day Conditions
Mark III Antiskid, Sommers Tires
Wet Concrete Runway

Sym	Test	Gross Wt(Lb)	Wind (Kt)	Amb Temp (Deg C)	Press Alt (Ft)	Brake Energy (Ft-Lb x 10^{-6})
▽	53A	43,200	-3.4	16.5	2333	12.67
○	53B	38,200	-3.1	19.0	2332	20.31
□	53C	34,550	-6.1	21.0	2332	15.39
☆	54A	43,200	-6.6	17.2	2291	14.05
◇	54B	38,550	-6.3	18.5	2287	20.55
△	54C	35,050	-7.4	21.3	2286	18.63
▭	55A	43,200	-5.2	17.0	2289	18.98
▽	55B	38,350	-6.4	22.0	2287	21.28
○	55C	34,400	-7.3	22.5	2285	18.39

Note: 1) All of these braking runs occurred on sink rate tests.

2) Curve is fairing from Figure A54.

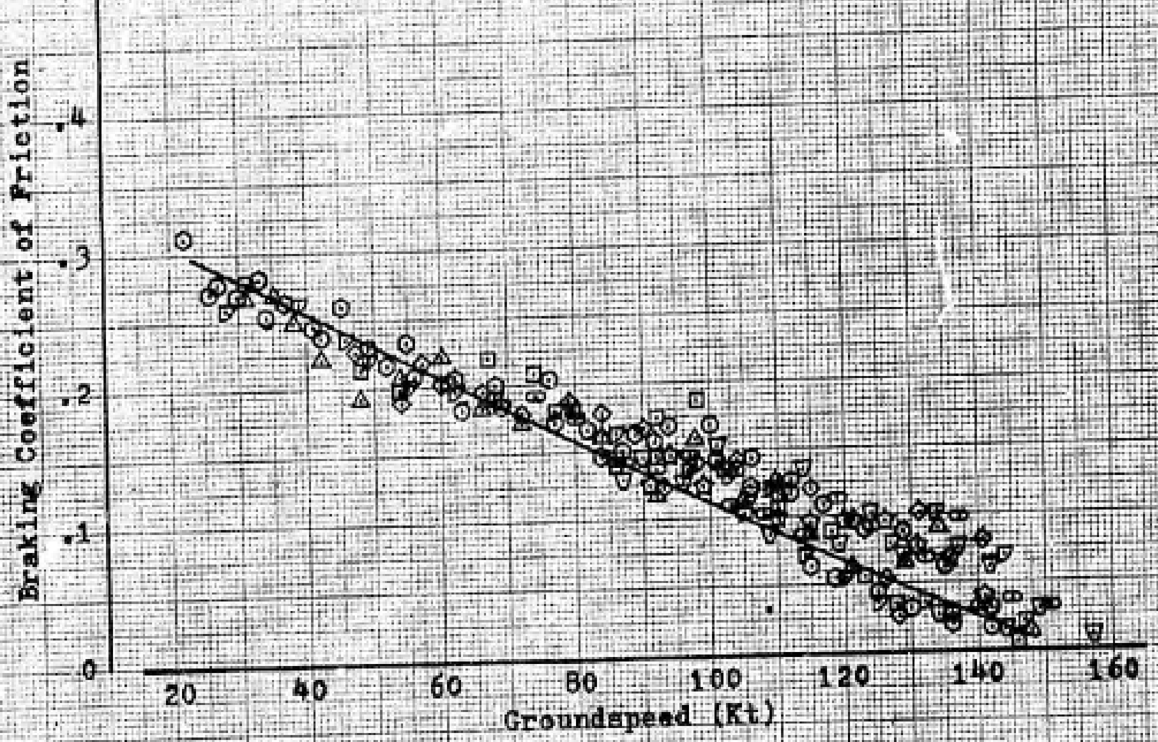


Figure A55 Braking Coefficient Of Friction

F-4E USAF S/N 66-368
J79-GE-17 Engines, Idle Thrust
LE & TE Flaps Full Down
Slotted Stabilator, Aft Stick
Maximum Braking, No Drag Chute
Test Day Conditions
Mark III Antiskid, Sommers Tires
Wet Concrete Runway

Sym	Test	Gross Wt(Lb)	Wind (Kt)	Amb Temp (Deg C)	Press Alt (Ft)	Brake Energy (Ft-Lb x 10^{-6})
▽	59A	43,350	-3.5	35.0	2308	8.99
△	69A	43,300	-5.6	12.8	2248	10.67
□	69B	38,500	-5.5	13.6	2243	14.05
⊙	69C	34,350	-6.3	15.1	2240	13.13

Note: 1) Tires were 57 percent worn for test 59A and 44-52 percent worn for test series 69.

2) Curve is fairing from Figure A54.

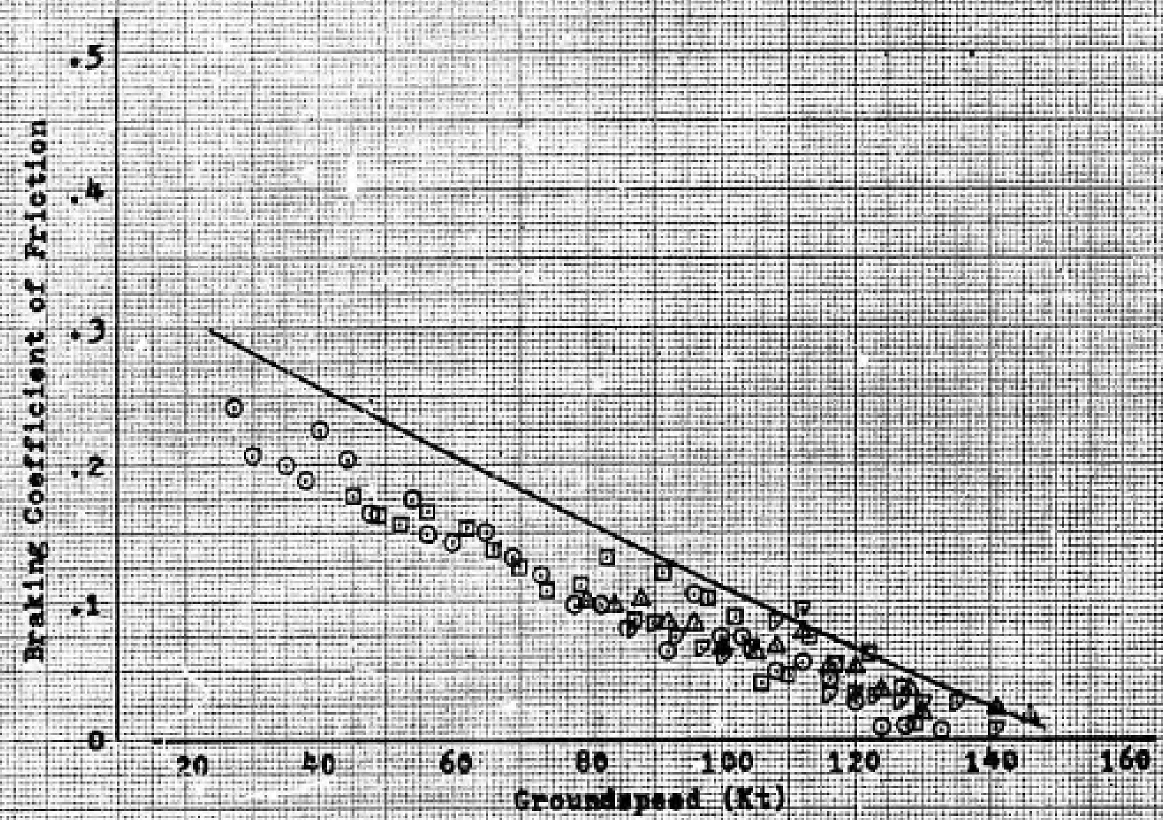


Figure A56 Braking Coefficient Of Friction

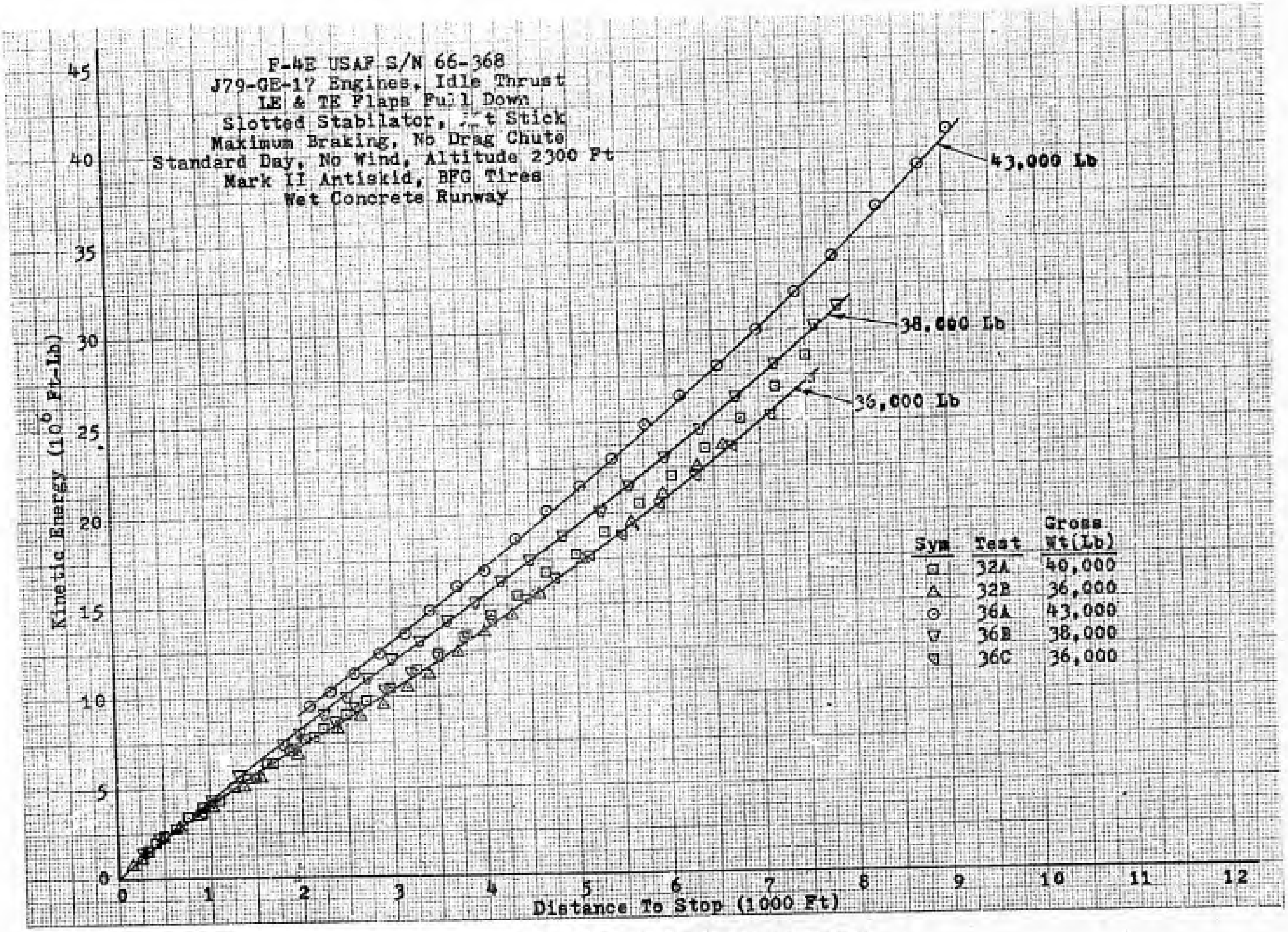


Figure A57 Stopping Performance

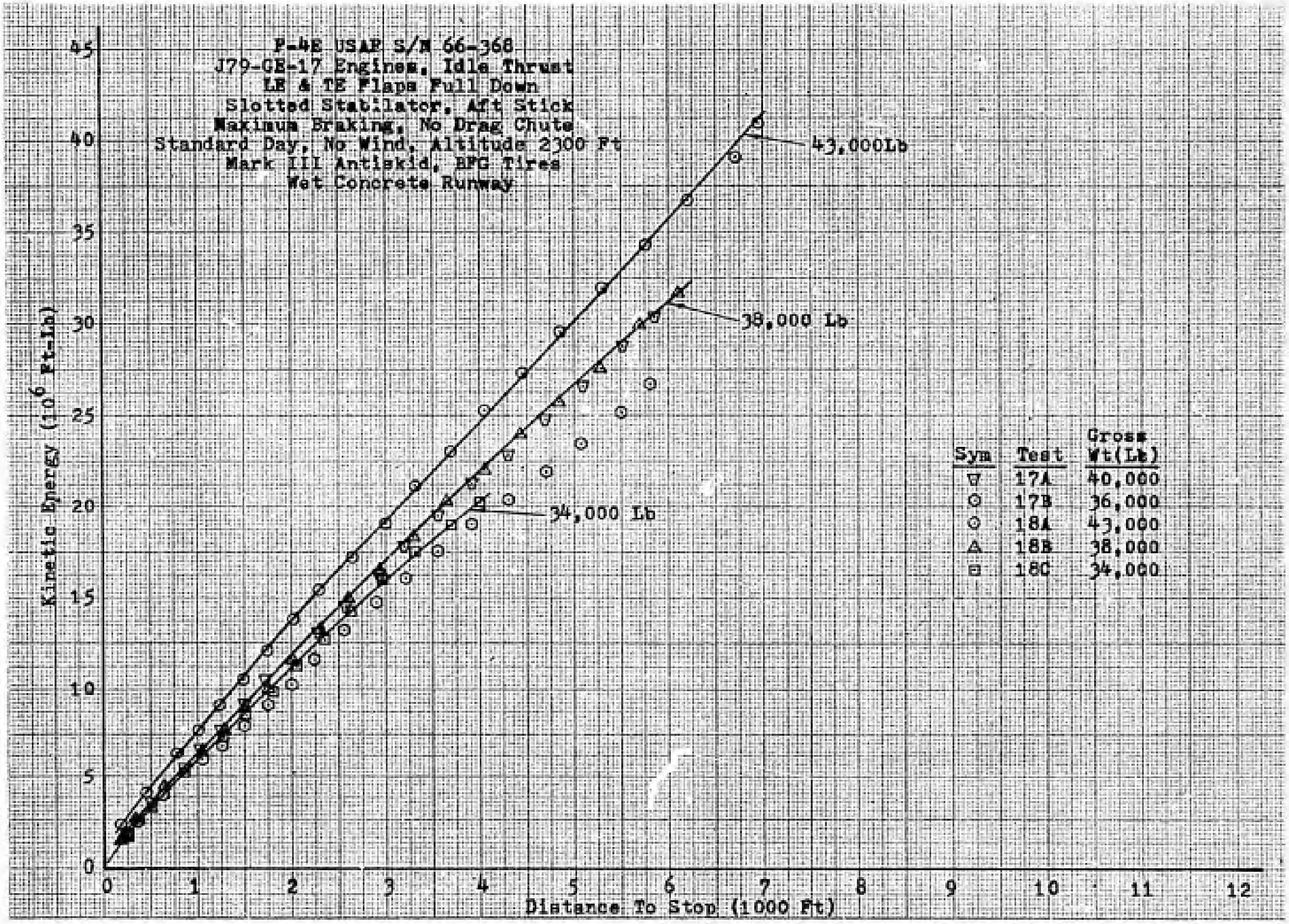


Figure A58 Stopping Performance

F-4E USAF S/N 66-368
J79-GE-17 Engines, Idle Thrust
LE & TE Flaps Full Down
Slotted Stabilator, Aft Stick
Maximum Braking, No Drag Chute
Test Day Conditions
Mark II Antiskid, BFG Tires
Wet Concrete Runway

Sym	Test	Gross Wt(Lb)	Wind (Kt)	Amb Temp (Deg C)	Press Alt (Ft)	Brake Energy (Ft-Lb x 10^{-6})
○	32A	40,200	2.0	25.6	2235	13.58
□	32B	36,550	0.9	27.0	2242	12.70
▽	36A	43,350	-6.7	15.3	2417	10.98
△	36B	38,550	-6.1	17.0	2414	11.67
◸	36C	35,400	-6.7	18.0	2413	12.72

Note: 1) Dashed line is fairing of Mark III data from Figure A60.

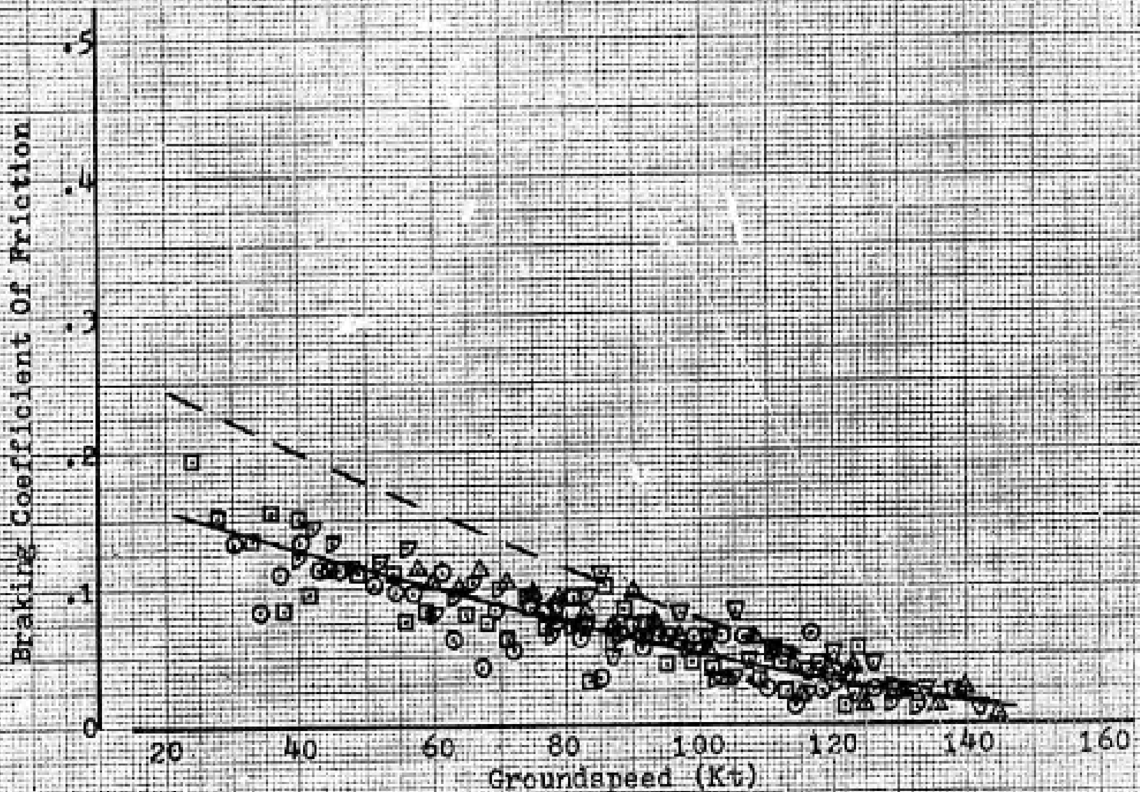


Figure A59 Braking Coefficient Of Friction

F-4E USAF S/N 66-368
J79-GE-17 Engines, Idle Thrust
LE & TE Flaps Full Down
Slotted Stabilator, Aft Stick
Maximum Braking, No Drag Chute
Test Day Conditions
Mark III Antiskid, BFG Tires
Wet Concrete Runway

Sym	Test	Gross Wt(Lb)	Wind (Kt)	Amb Temp (Deg C)	Press Alt (Ft)	Brake Energy (Ft-Lb x 10^{-6})
○	17A	40,350	3.4	11.0	2055	15.77
□	17B	36,200	3.0	12.0	2046	13.20
△	18A	42,850	8.1	15.8	2017	17.71
▽	18B	37,875	5.8	16.2	2012	14.61
◸	18C	34,550	9.5	16.5	2010	10.96

Note: 1) Dashed line is fairing of Mark II data from Figure A59.

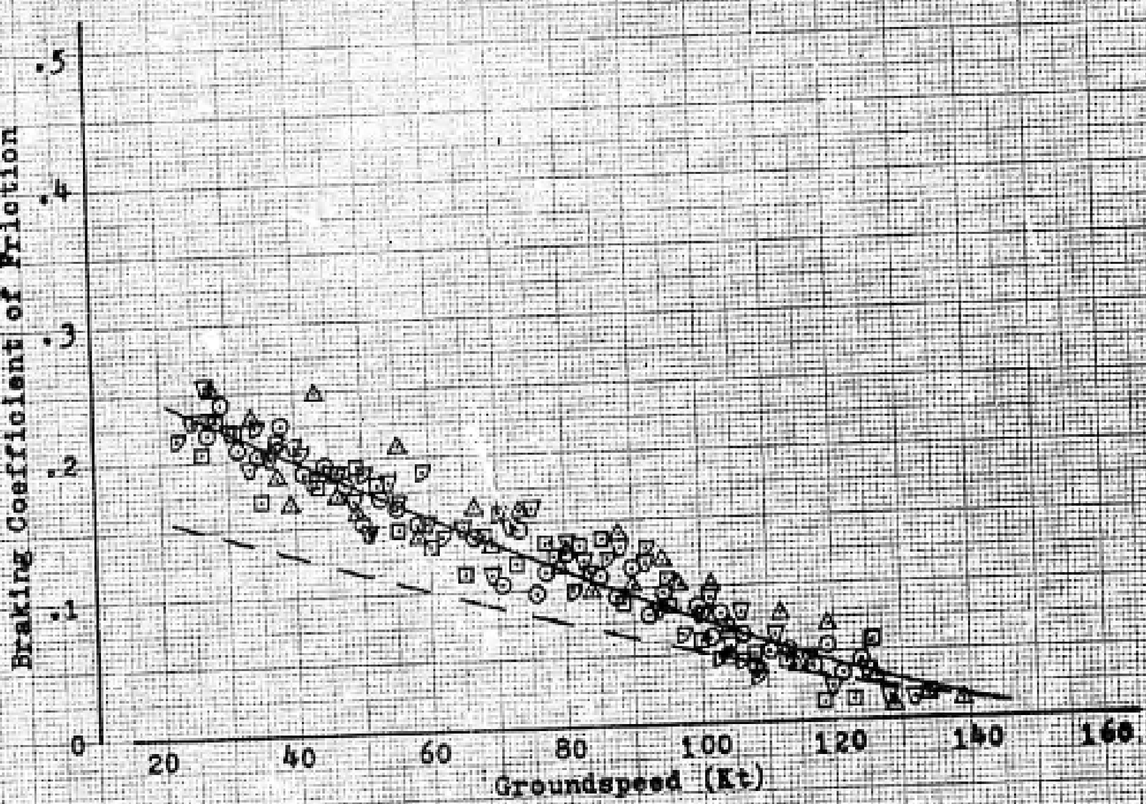


Figure A60 Braking Coefficient Of Friction

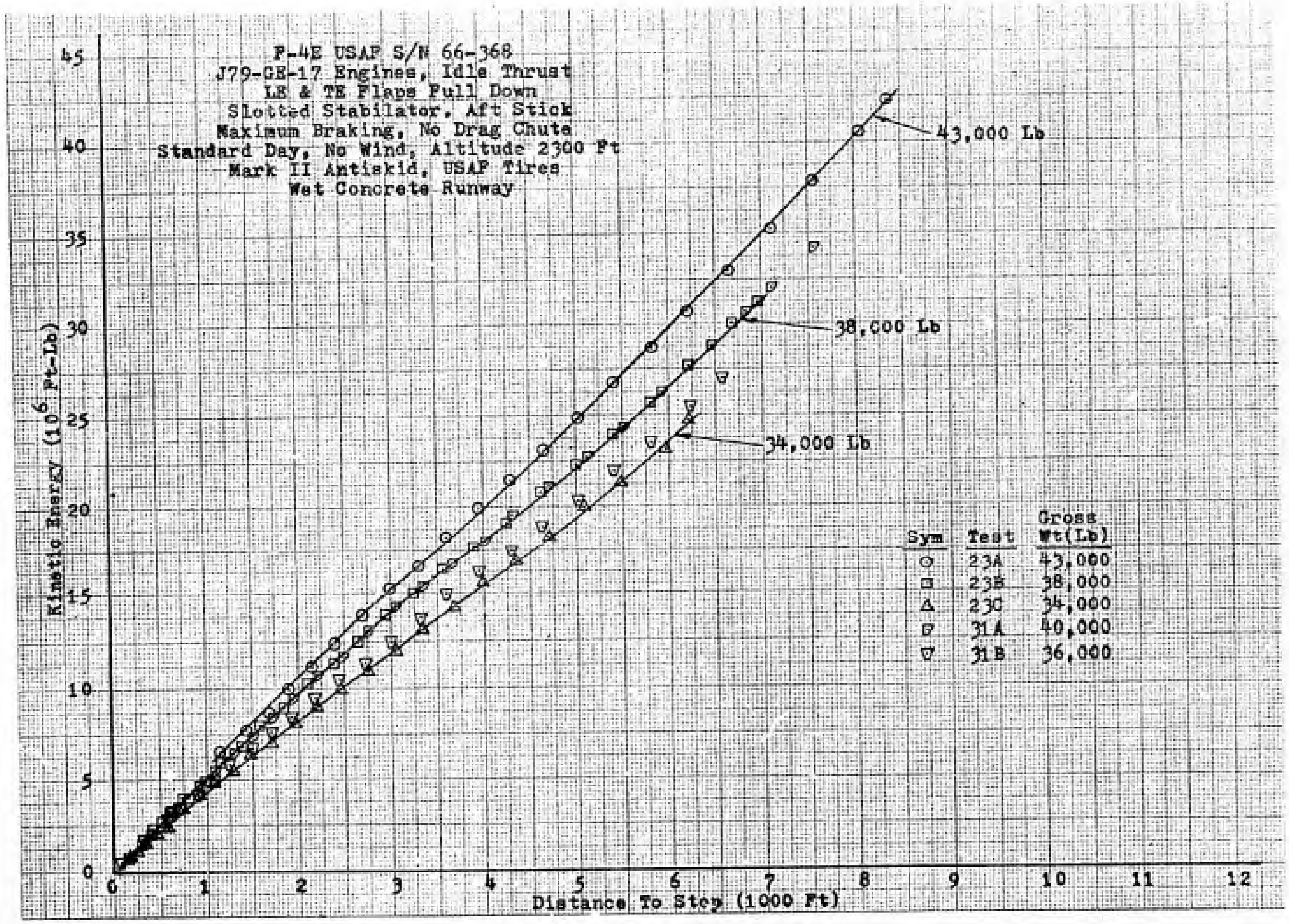


Figure A61 Stopping Performance

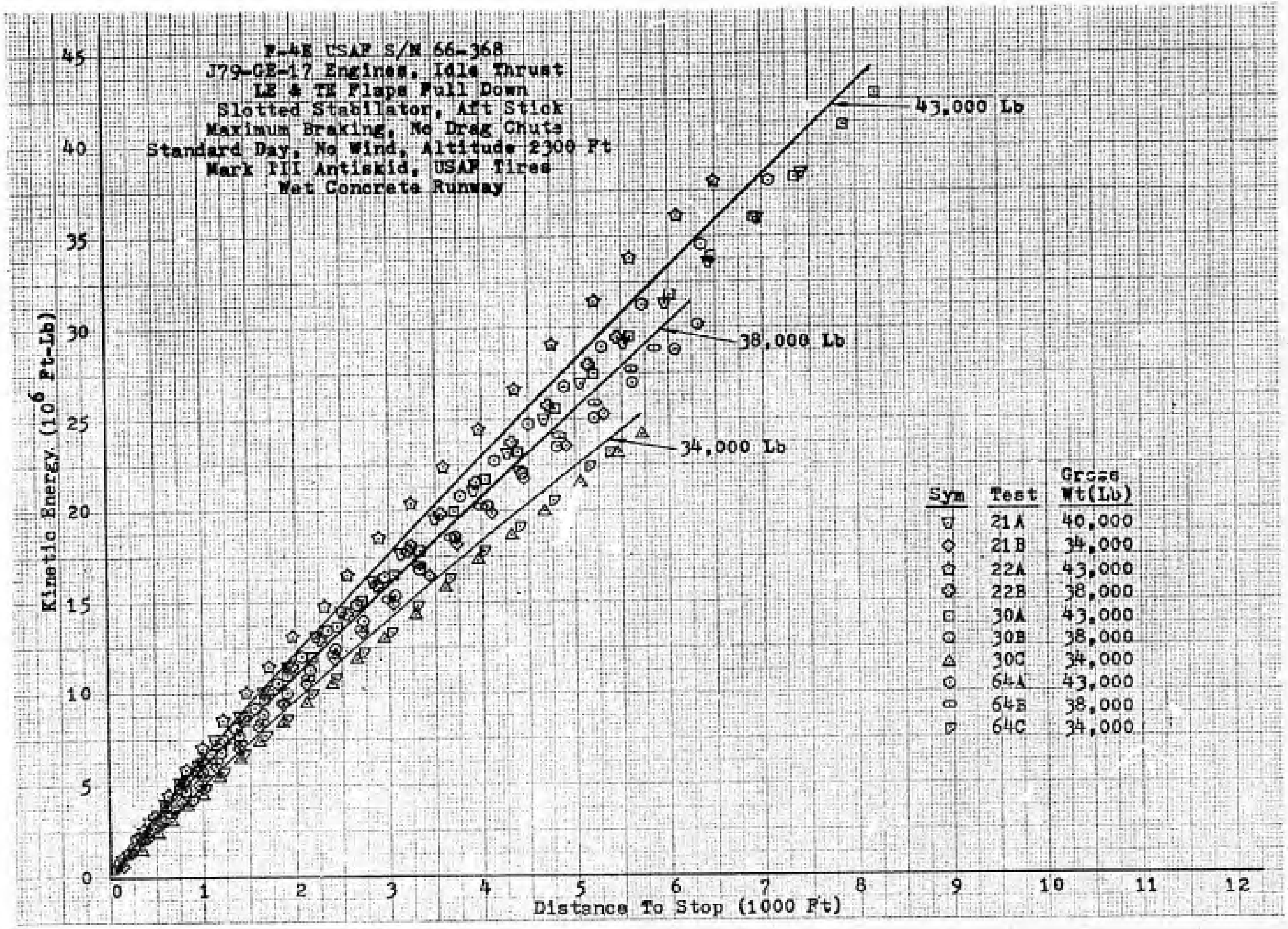


Figure A62 Stopping Performance

F-4E USAF S/N 66-368
J79-GE-17 Engines, Idle Thrust
LE & TE Flaps Full Down
Slotted Stabilator, Aft Stick
Maximum Braking, No Drag Chute
Test Day Conditions
Mark II Antiskid, USAF Tires
Wet Concrete Runway

Sym	Test	Gross Wt(Lb)	Wind (Kt)	Amb Temp (Deg C)	Press Alt (Ft)	Brake Energy (Ft-Lb x 10^{-6})
○	23A	43,500	-3.5	9.5	2159	14.68
□	23B	38,200	-3.5	13.4	2159	16.33
△	23C	34,200	-3.6	15.8	2162	13.23
▽	31A	40,350	-5.9	11.7	2329	16.42
⊽	31B	36,200	-6.7	14.0	2322	15.40

Note: 1) Dashed line is fairing of Mark III data from Figure A64.

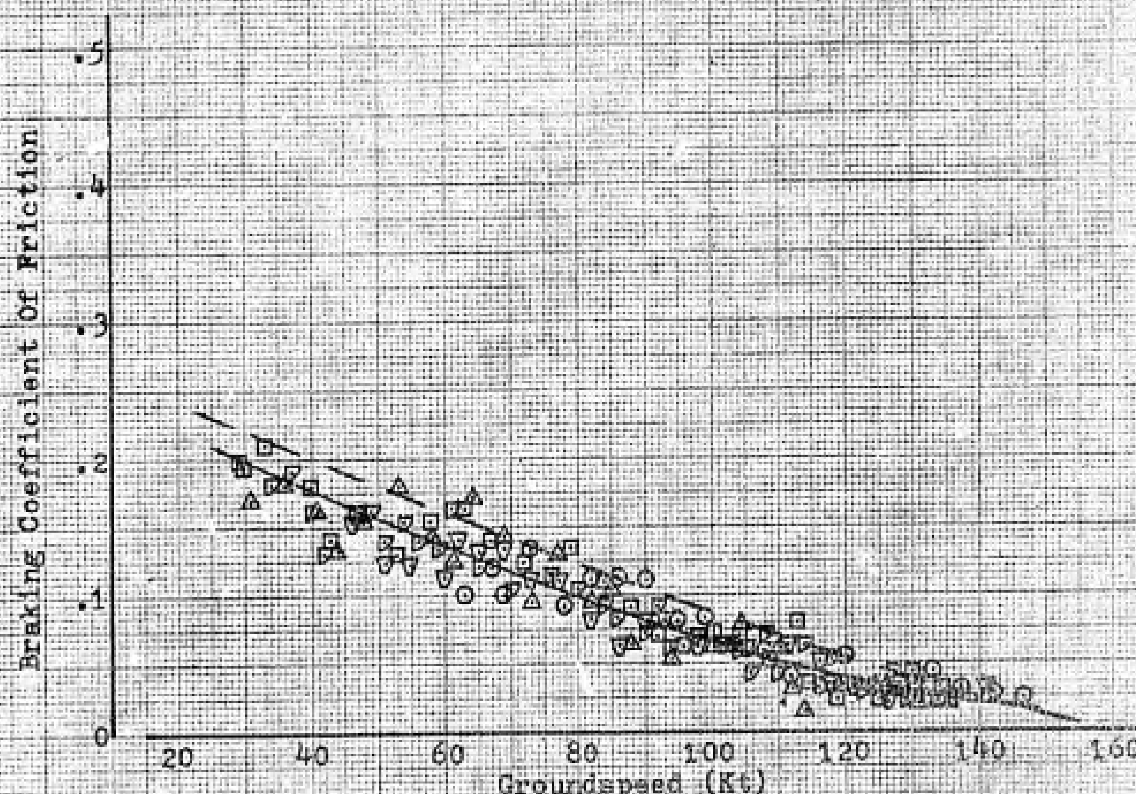


Figure A63 Braking Coefficient Of Friction

F-4E USAF S/N 66-368
J79-GE-17 Engines, Idle Thrust
LE & TE Flaps Full Down
Slotted Stabilator, Aft Stick
Maximum Braking, No Drag Chute
Test Day Conditions
Mark III Antiskid, USAF Tires
Wet Concrete Runway

Sym	Test	Gross Wt(Lb)	Wind (Kt)	Amb Temp (Deg C)	Press Alt (Ft)	Brake Energy (Ft-Lb x 10^6)
○	21A	39,800	0.0	6.6	2170	17.37
□	21B	34,550	-1.7	9.8	2157	14.42
△	22A	43,200	1.7	10.4	2042	20.41
▽	22B	38,200	1.7	12.7	2037	16.35
☆	30A	43,000	-7.4	17.5	2223	15.05
⬠	30B	38,200	-5.5	20.0	2226	17.45
◇	30C	34,200	-4.6	22.2	2228	13.08
◸	64A	43,250	0.0	11.6	2302	20.41
⊙	64B	38,150	0.0	16.7	2302	16.53
⬭	64C	34,350	0.0	19.4	2302	12.58

Note: 1) Dashed line is fairing of Mark II data from Figure A63.

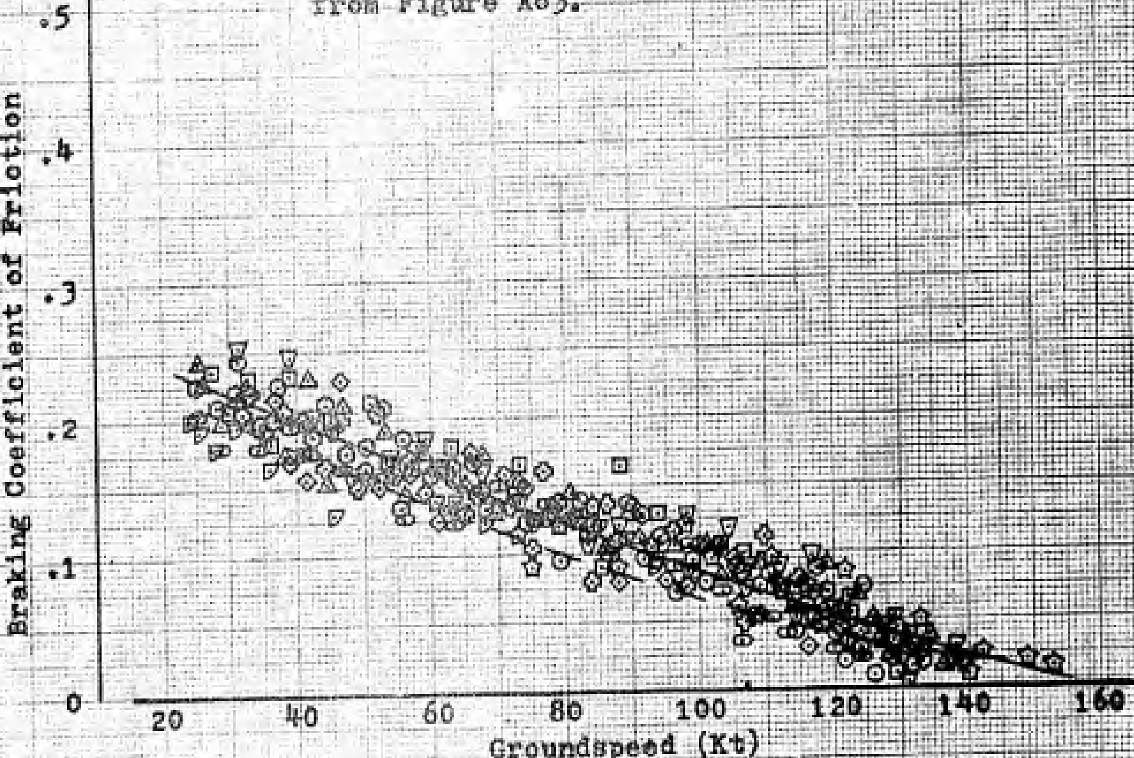


Figure A64 Braking Coefficient Of Friction

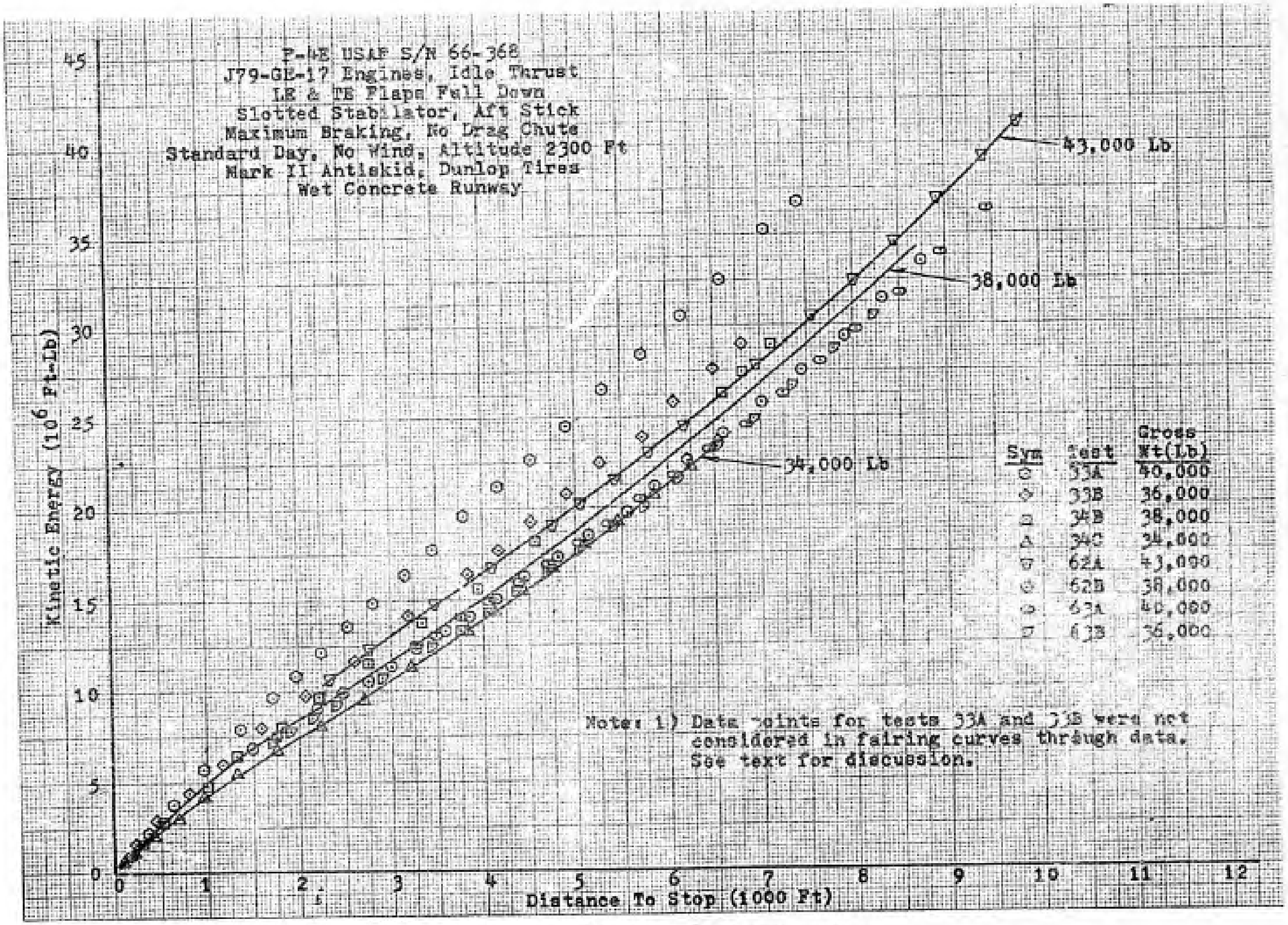


Figure A65 Stopping Performance

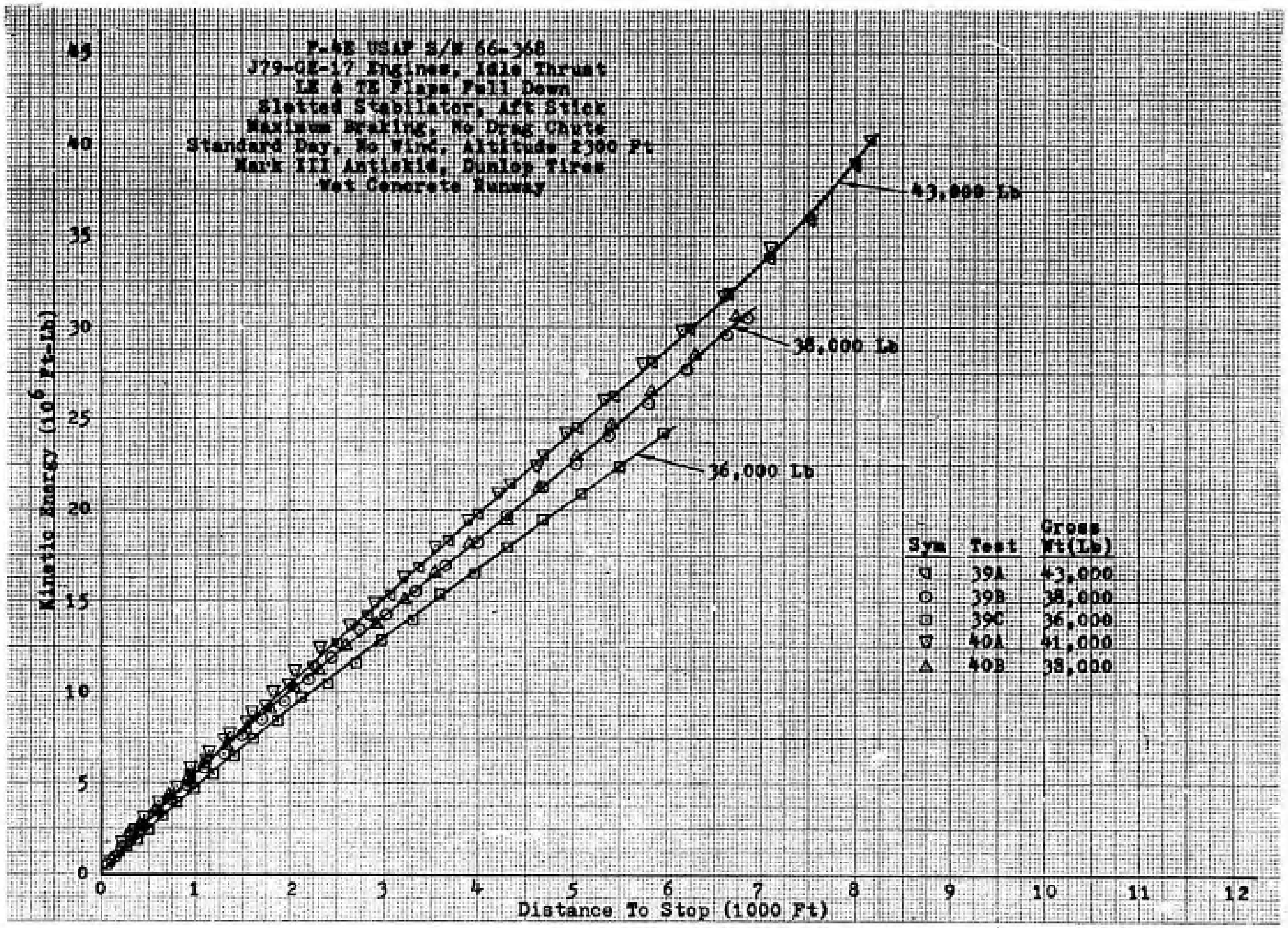


Figure A66 Stopping Performance

F-4E USAF S/N 66-368
J79-GE-17 Engines, Idle Thrust
LE & TE Flaps Full Down
Slotted Stabilator, Aft Stick
Maximum Braking, No Drag Chute
Test Day Conditions
Mark II Antiskid, Dunlop Tires
Wet Concrete Runway

Sym	Test	Gross Wt(Lb)	Wind (Kt)	Amb Temp (Deg C)	Press Alt (Ft)	Brake Energy (Ft-Lb x 10^{-6})
⊙	33A	40,350	-0.2	13.6	2234	17.76
⊡	33B	36,550	0.0	15.5	2233	13.64
△	34B	38,700	0.3	24.6	2238	15.01
◇	34C	34,700	0.5	24.7	2243	12.06
▷	62A	42,900	-4.4	16.1	2328	7.97
▽	62B	38,350	-3.2	17.1	2332	6.08
○	63A	40,300	-6.8	15.0	2376	4.07
⊖	63B	36,350	-8.3	17.9	2376	5.94

Note: 1) Data points for Tests 33A and 33B were not considered in fairing curve through data. See text for discussion.

2) Dashed line is fairing of Mark III data from Figure A68.

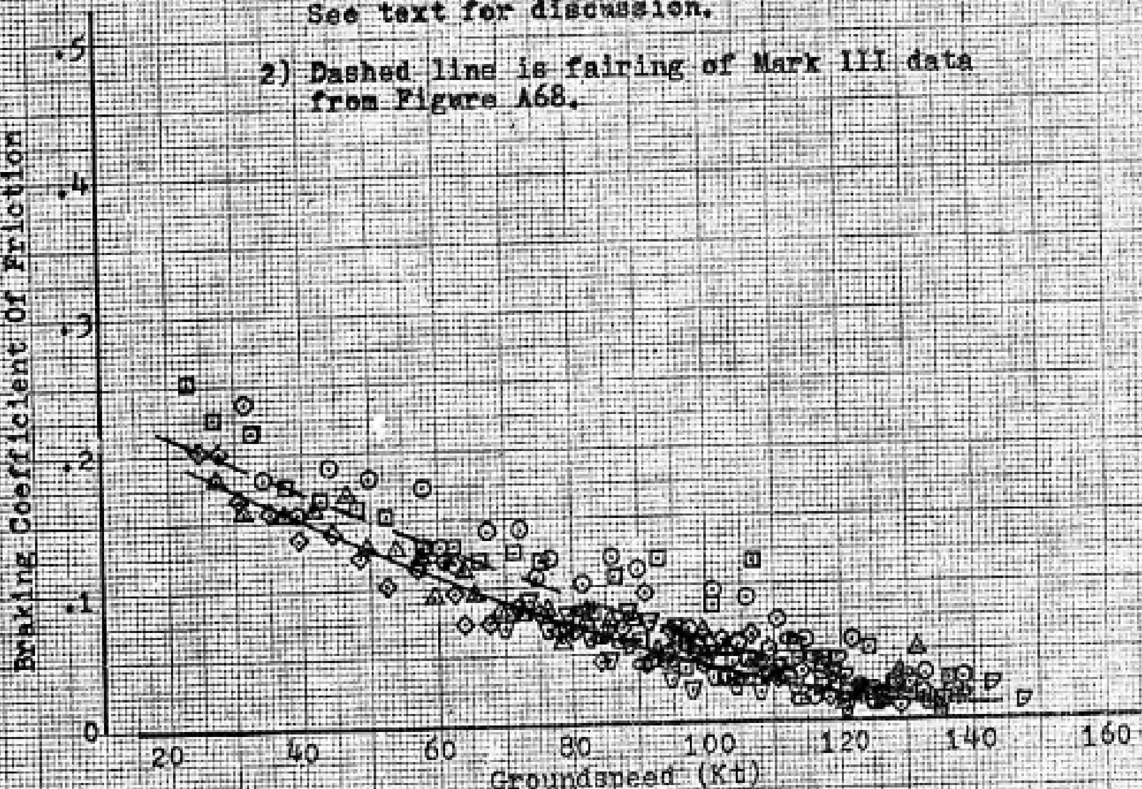


Figure A67 Braking Coefficient Of Friction

F-4E USAF S/N 66-368
J79-GE-17 Engines, Idle Thrust
LE & TE Flaps Full Down
Slotted Stabilator, Aft Stick
Maximum Braking, No Drag Chute
Test Day Conditions
Mark III Antiskid, Dunlop Tires
Wet Concrete Runway

Sym	Test	Gross Wt(Lb)	Wind (Kt)	Amb Temp (Deg C)	Press Alt (Ft)	Brake Energy (Ft-Lb x 10^{-6})
⊙	39A	43,850	0.5	14.0	2148	14.58
⊡	39B	38,950	0.2	17.0	2143	15.47
△	39C	35,200	0.7	22.5	2141	13.01
▽	40A	41,500	0.2	16.8	2150	17.22
◸	40B	37,550	1.3	17.5	2147	14.69

Note: 1) Dashed line is fairing of Mark II data from Figure A67.

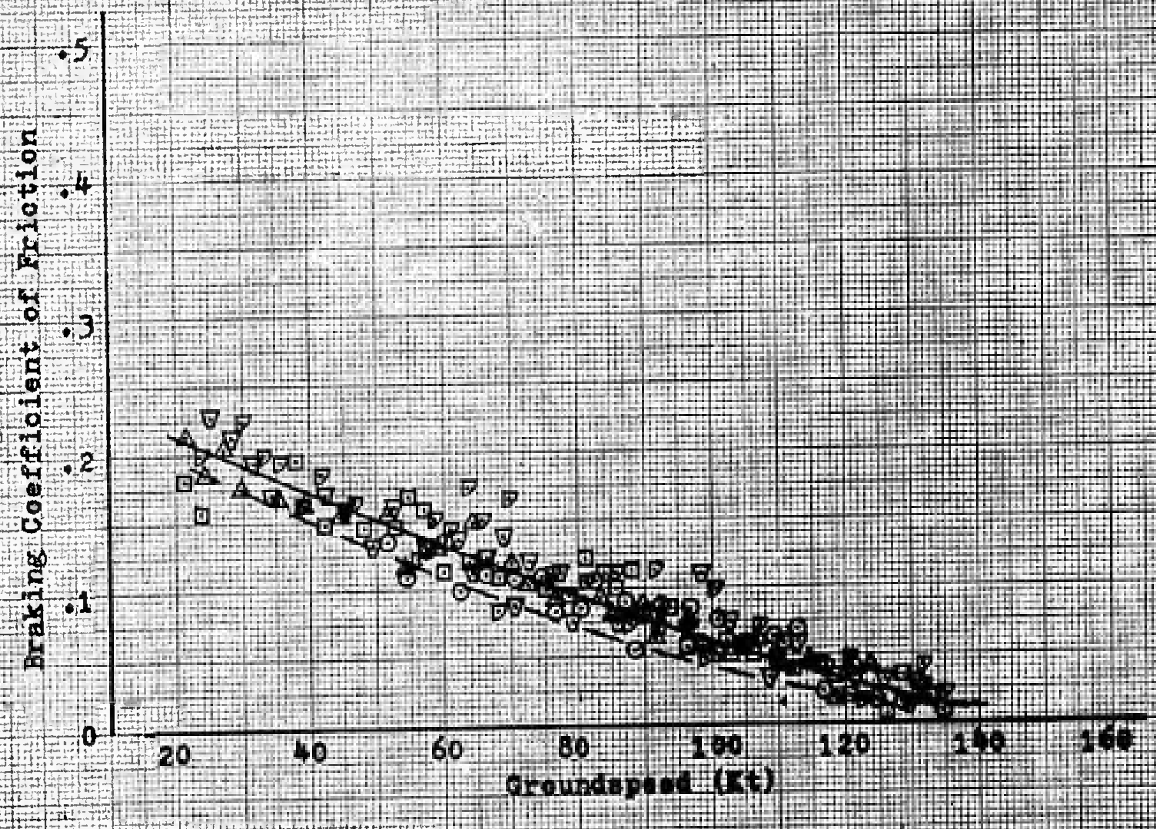


Figure A68 Braking Coefficient Of Friction

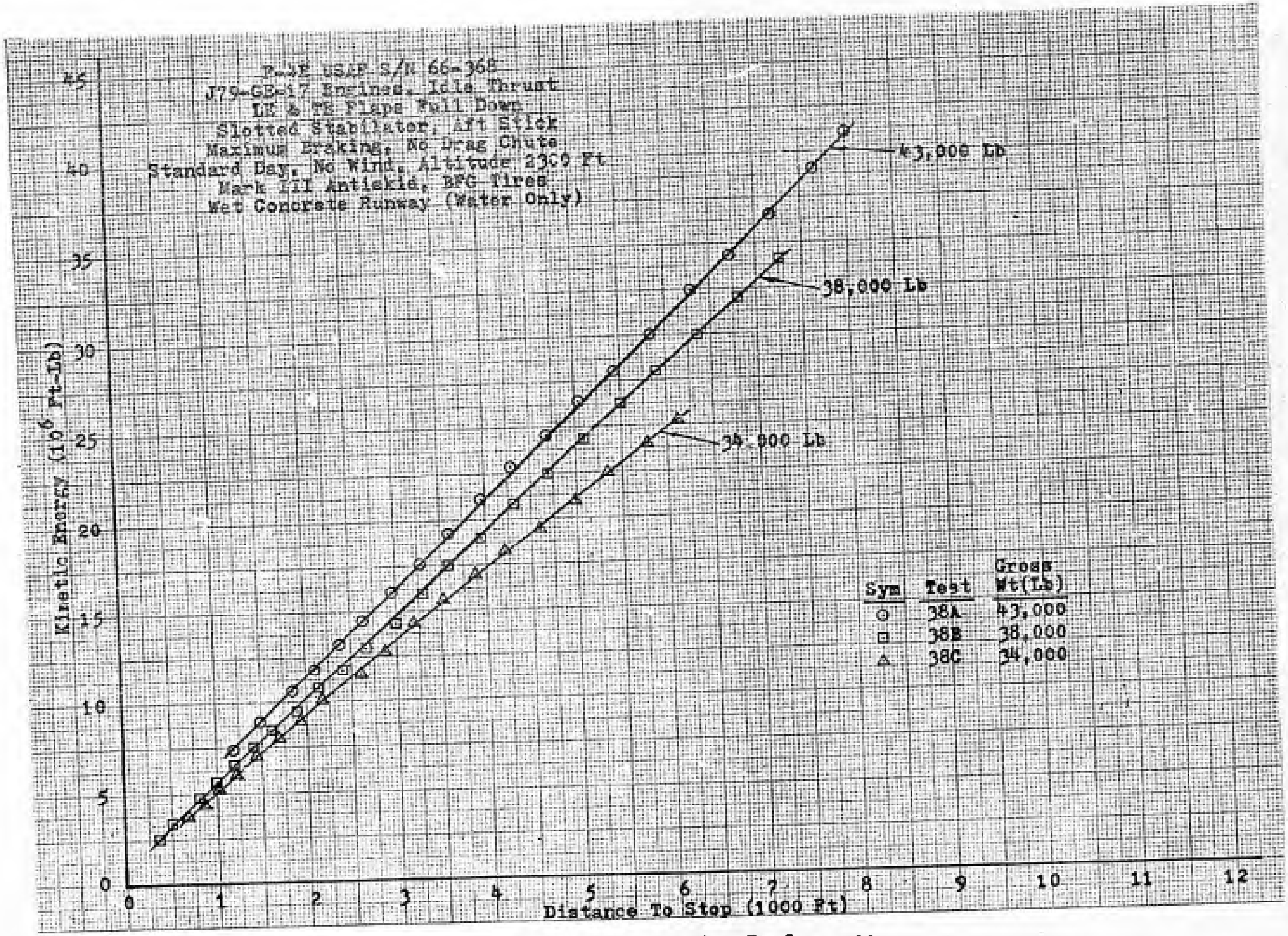


Figure A69 Stopping Performance

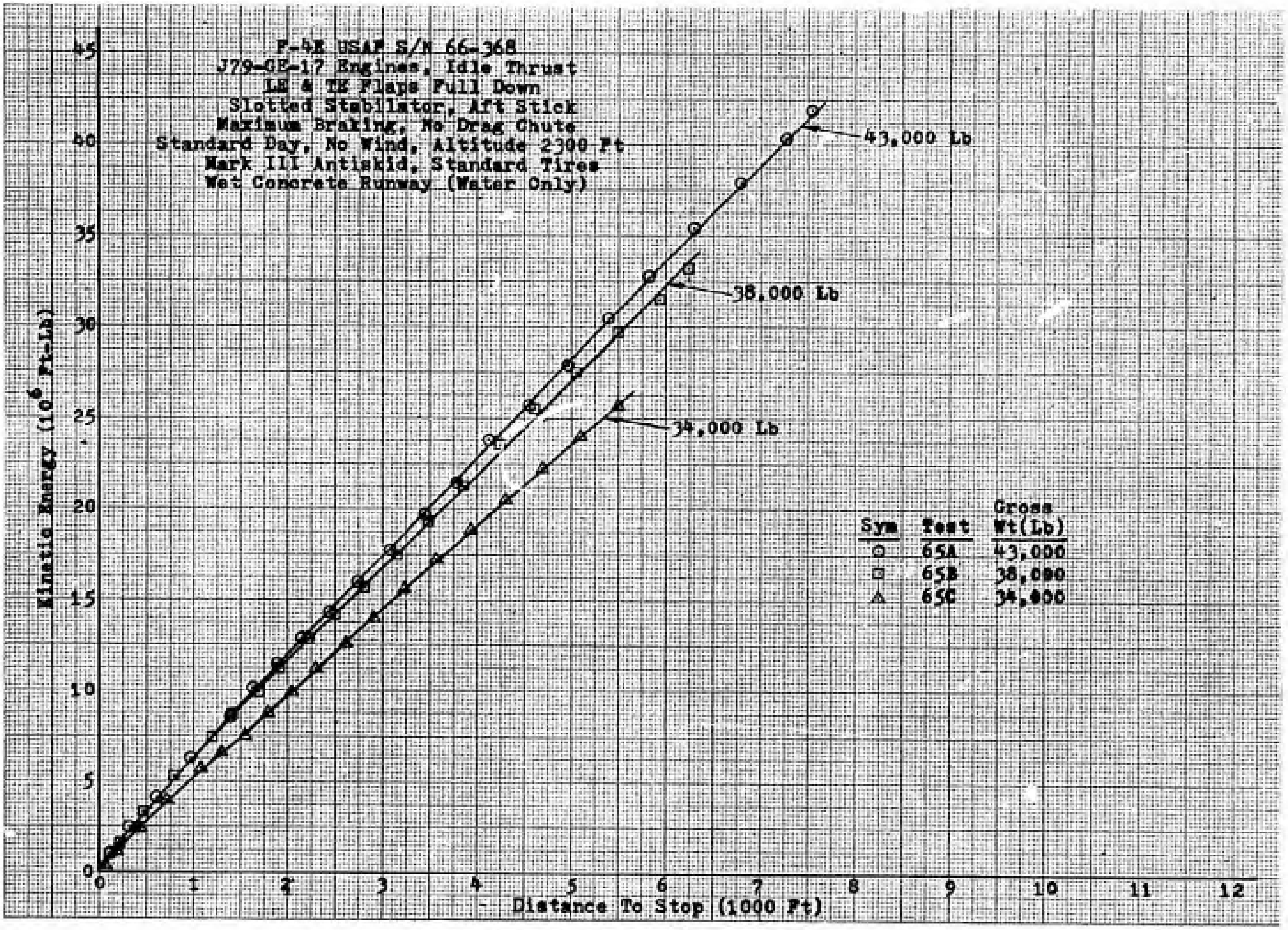


Figure A70 Stopping Performance

F-4E USAF S/N 66-368
J79-GE-17 Engines, Idle Thrust
LE & TE Flaps Full Down
Slotted Stabilator, Aft Stick
Maximum Braking, No Drag Chute
Test Day Conditions
Mark III Antiskid, BFG Tires
Wet Concrete Runway (Water Only)

Sym	Test	Gross Wt(Lb)	Wind (Kt)	Amb Temp (deg C)	Press Alt (Ft)	Brake Energy (Ft-Lb x 10^{-6})
○	38A	43,200	-4.8	15.5	2381	13.72
□	38B	38,200	-6.0	18.5	2381	15.79
△	38C	34,225	-7.3	22.0	2383	10.70

Note: 1) Curve is fairing from Figure A60.

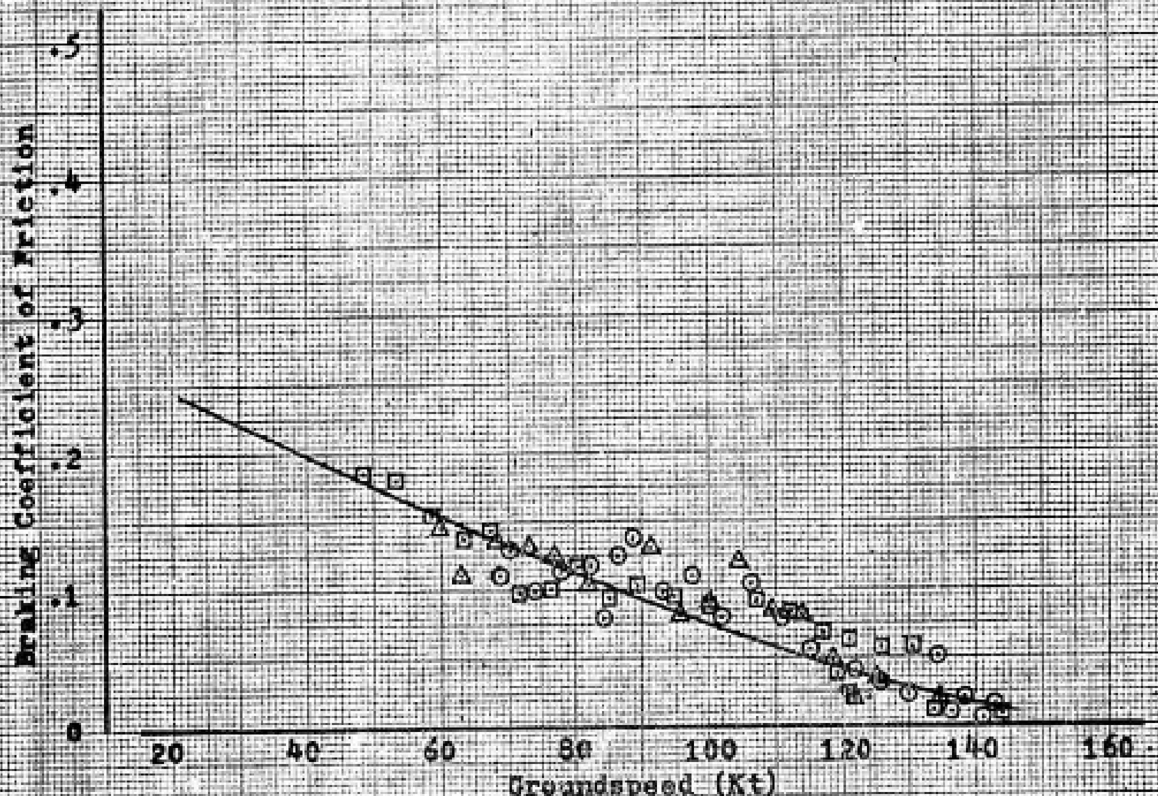


Figure A71 Braking Coefficient Of Friction

F-4E USAF S/N 66-368
J79-GE-17 Engines, Idle Thrust
LE & TE Flaps Full Down
Slotted Stabilator, Aft Stick
Maximum Braking, No Drag Chute
Test Day Conditions
Mark III Antiskid, Standard Tires
Wet Concrete Runway (Water Only)

Sym	Test	Gross Wt(Lb)	Wind (Kt)	Amb Temp (Deg C)	Press Alt (Ft)	Brake Energy (Ft-Lb x 10^{-6})
⊙	65A	42,500	0.0	10.6	2278	20.93
⊡	65B	38,500	0.0	12.4	2277	17.59
△	65C	34,500	0.0	14.3	2277	14.32

Note: 1) Curve is fairing from Figure A31.

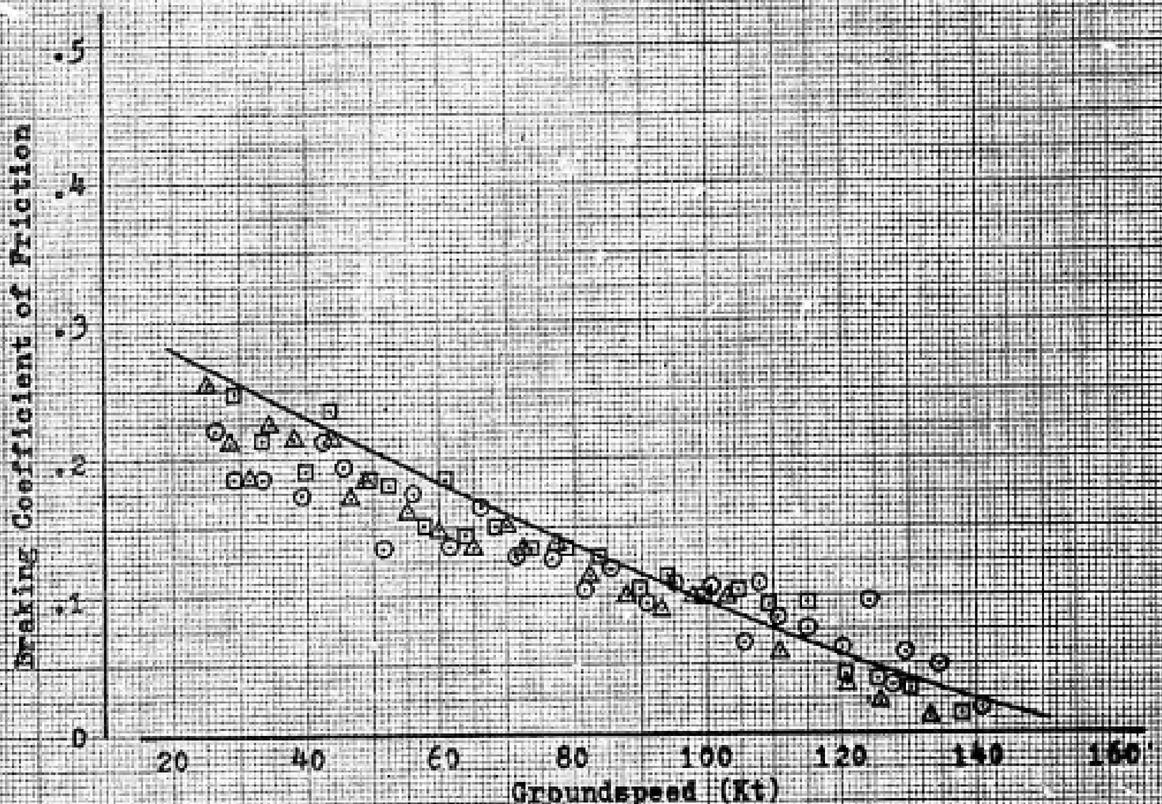


Figure A72 Braking Coefficient Of Friction

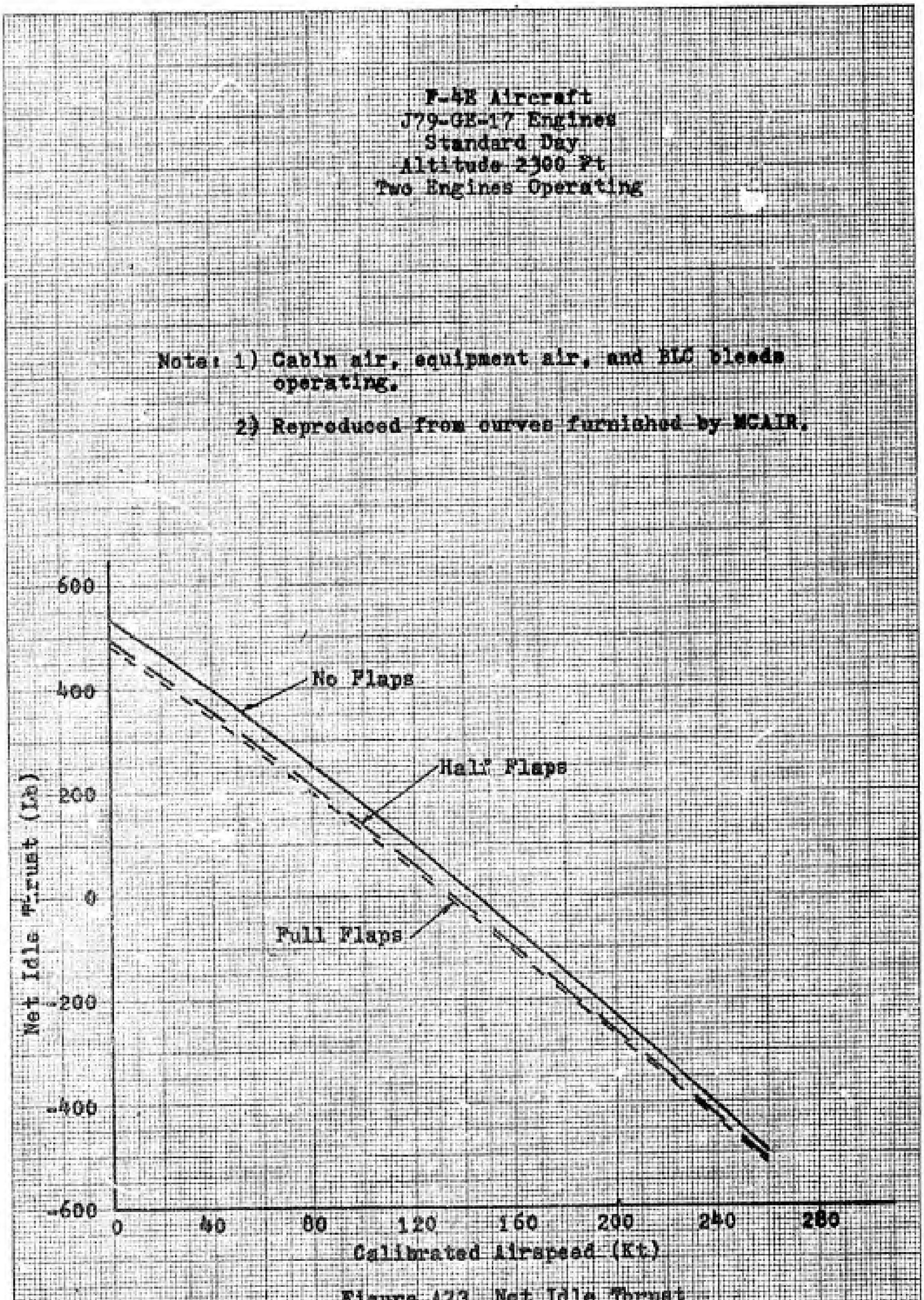


Figure A73 Net Idle Thrust

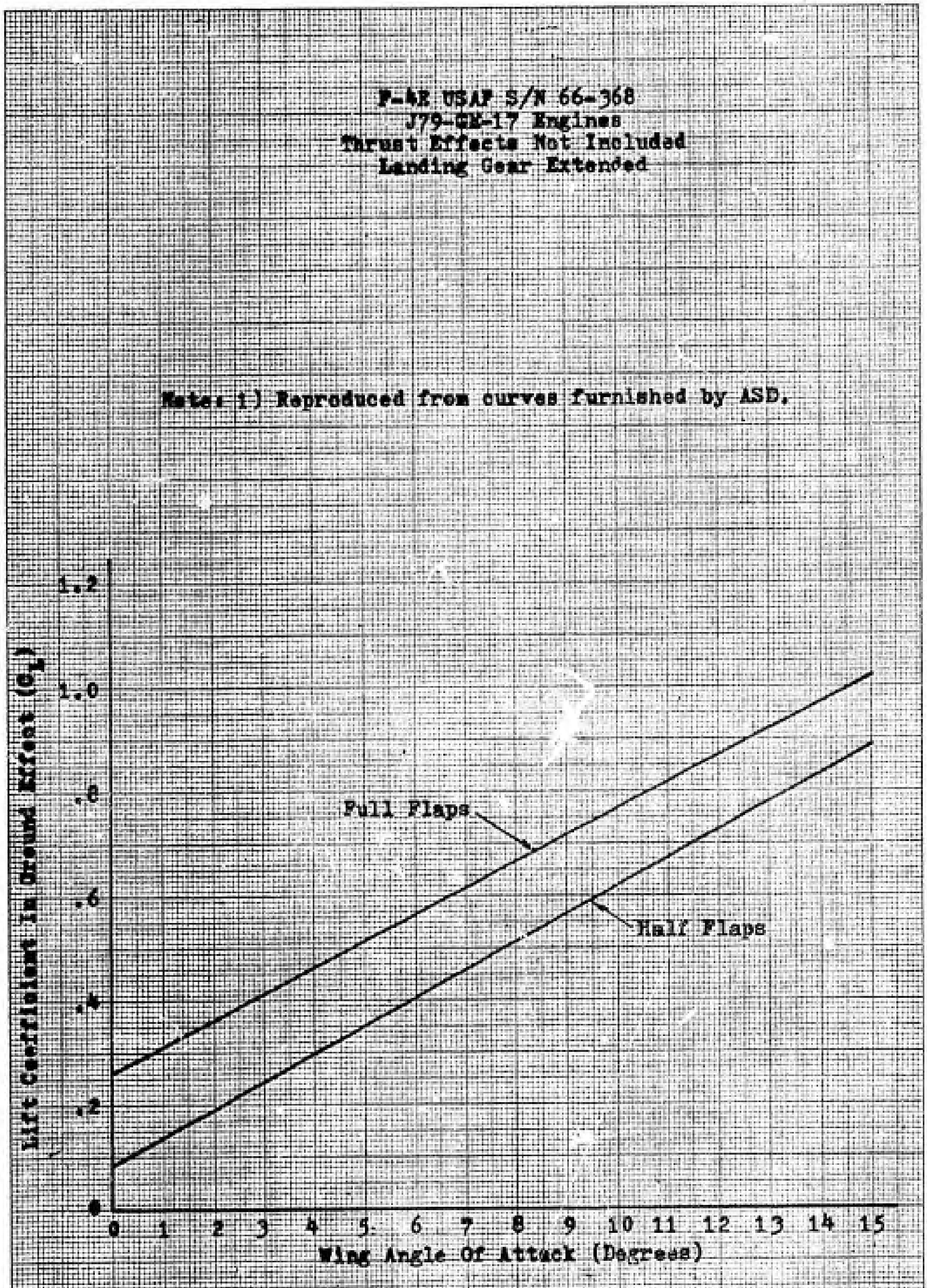


Figure A74 Estimated Lift Coefficient In Ground Effect

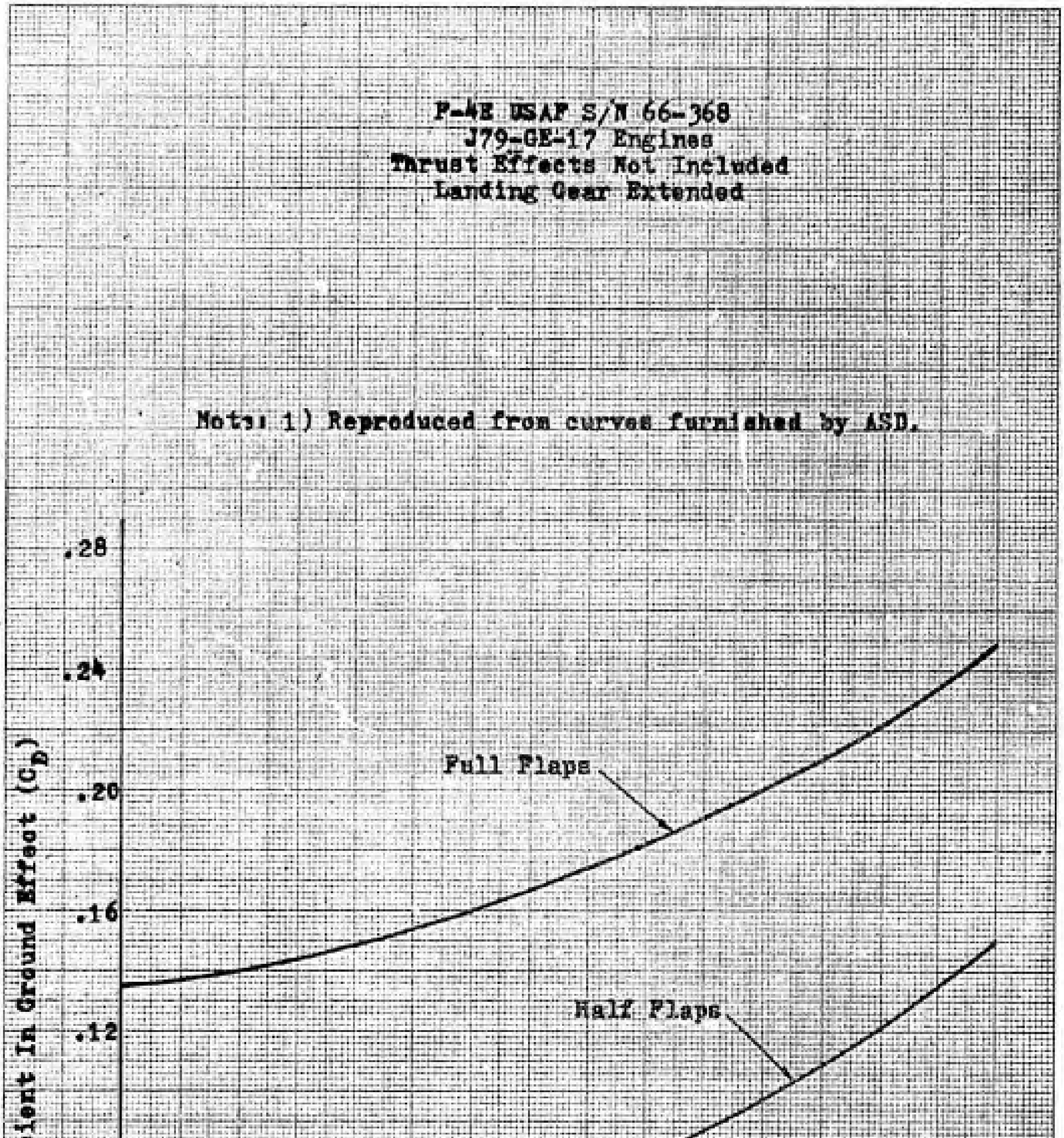


Figure A75 Estimated Drag Coefficient In Ground Effect

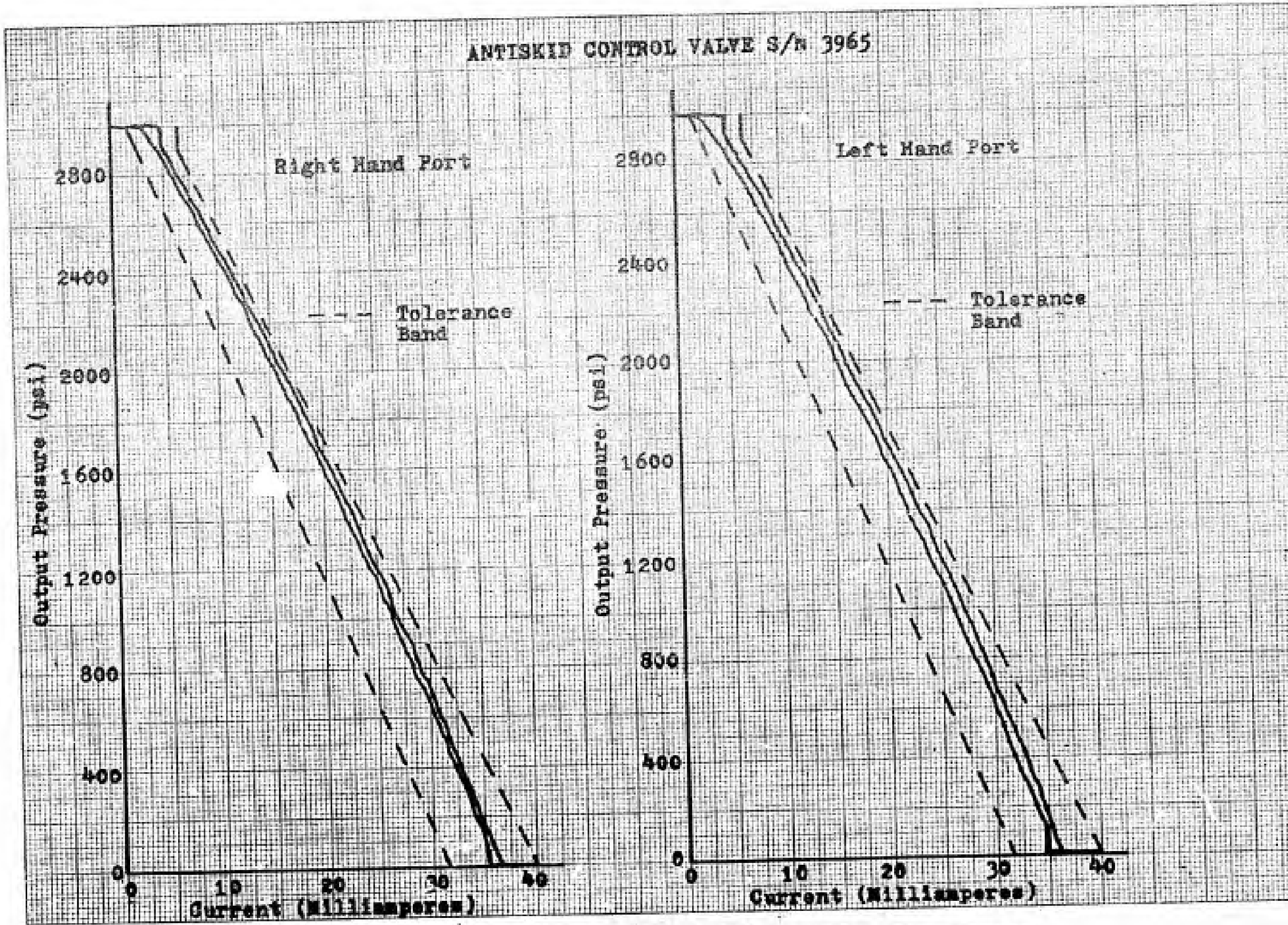


Figure A76 Antiskid Control Valve Calibration Curves

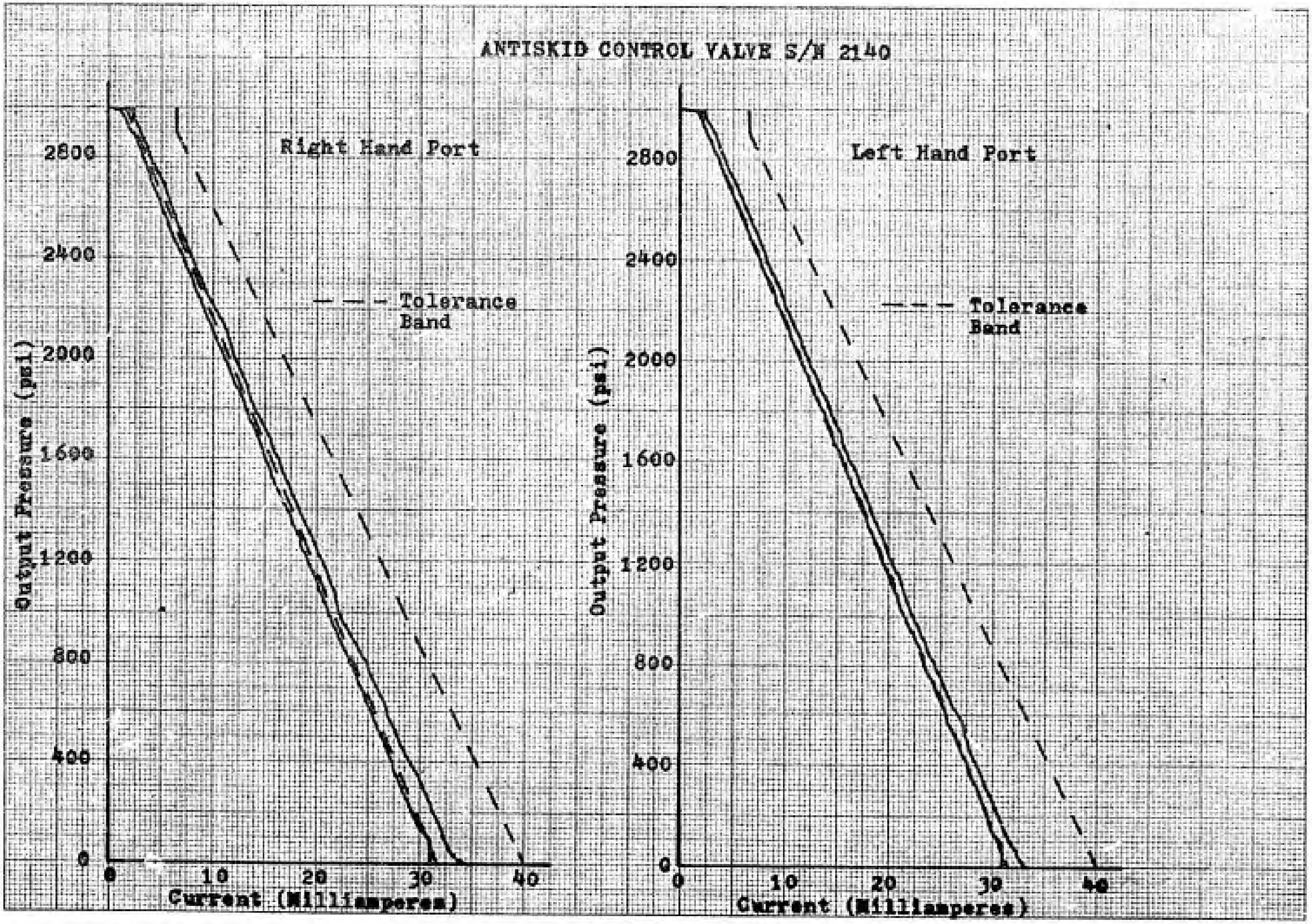


Figure A77 Antiskid Control Valve Calibration Curves

APPENDIX B
ANTISKID STRIPCHARTS

*** Figures B1 through B58 have been published separately due to their inconvenient size.**

APPENDIX C
TEST DATA SUMMARIES

EXPLANATION OF TEST DATA SUMMARIES

The first data point on each tabulation represents brake application. The last data point on each tabulation represents brake release.

TEST DAY

- TOD - Time of day (seconds)
- ACCEL - Acceleration from phototheodolite data (feet per second^2)
- GND-SPD - Groundspeed from phototheodolite data (knots)
- DIST - Distance to stop extrapolated from phototheodolite data (feet)
- KE - Kinetic energy calculated using test weight and test day groundspeed (10^6 ft-lb)
- FBR - Total braking force (lb)
- UBR - Braking coefficient of friction (dimensionless)
- EBR - Summation of energy absorbed by the brakes (10^6 ft-lb)

STANDARD DAY - Standard day conditions, no wind, altitude 2,300 feet

- KTAS - true airspeed (standard day, no-wind groundspeed) (knots)
- DIST - Distance to stop (feet)
- KE - Kinetic energy calculated using standard weight and standard day true airspeed (10^6 ft-lb)

TEST NO. 1A MARK II ANTISKID/STANDARD TIRES/DRY RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
42000.LBS	41850.LBS	27.692 IN HG	3.0 C	2.3 KTS	250.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
27296.28	-3.95	135.7	2921.	34.13	612.	.022	.03	136.1	2954.	34.44
27297.25	-6.55	132.7	2700.	32.64	4191.	.155	.65	133.1	2730.	32.92
27298.25	-9.03	128.1	2480.	30.38	7959.	.282	2.09	128.3	2504.	30.61
27299.25	-9.38	122.2	2269.	27.68	8801.	.298	3.95	122.4	2288.	27.84
27300.25	-9.45	116.9	2067.	25.33	9213.	.302	5.70	117.0	2081.	25.44
27301.25	-9.21	111.0	1874.	22.83	9211.	.309	7.52	110.9	1884.	22.88
27302.25	-8.89	106.1	1691.	20.86	9049.	.303	9.10	106.0	1698.	20.87
27303.25	-9.24	100.3	1517.	18.65	9807.	.319	10.79	100.1	1519.	18.62
27304.25	-8.89	95.3	1352.	16.81	9589.	.309	12.33	94.9	1351.	16.74
27305.25	-9.78	89.6	1196.	14.87	10995.	.356	13.96	89.1	1192.	14.78
27306.25	-9.66	83.9	1050.	13.05	11076.	.365	15.54	83.4	1043.	12.92
27307.25	-9.92	77.9	913.	11.24	11669.	.369	17.09	77.2	904.	11.09
27308.25	-9.14	72.4	786.	9.71	10840.	.350	18.47	71.6	776.	9.54
27309.25	-9.52	66.9	669.	8.30	11519.	.376	19.76	66.1	657.	8.11
27310.25	-9.76	61.1	561.	6.92	12032.	.379	21.02	60.1	548.	6.73
27311.25	-9.37	55.4	463.	5.68	11687.	.371	22.16	54.3	449.	5.48
27312.25	-10.10	49.6	373.	4.56	12773.	.417	23.23	48.4	359.	4.36
27313.25	-9.43	43.8	295.	3.56	12050.	.385	24.17	42.5	281.	3.37
27314.25	-9.47	38.2	225.	2.71	12221.	.391	24.98	36.8	212.	2.52
27315.25	-9.79	32.6	166.	1.97	12737.	.413	25.70	31.1	153.	1.80
27316.25	-10.73	26.5	115.	1.30	14063.	.451	26.35	24.9	103.	1.15
27317.25	-9.27	20.4	76.	.77	12238.	.398	26.82	18.6	65.	.65
27318.25	-6.42	15.6	46.	.45	8629.	.255	27.11	13.8	37.	.36
27318.58	-4.78	14.4	38.	.38	6491.	.198	27.13	12.6	30.	.29

TEST NO. 1B MARK II ANTISKID/STANDARD TIRES/DRY RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
40000.LBS	39850.LBS	27.698 IN HG	5.0 C	2.5 KTS	238.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
28559.89	-4.60	139.7	3078.	34.45	1263.	.044	.03	139.3	3080.	34.38
28560.75	-6.54	137.1	2876.	33.16	3493.	.146	.56	136.7	2876.	33.07
28561.75	-8.25	132.4	2648.	30.91	5986.	.232	1.76	131.9	2645.	30.80
28562.75	-8.43	127.4	2429.	28.64	6655.	.252	3.14	126.8	2423.	28.49
28563.75	-8.68	122.3	2218.	26.40	7399.	.254	4.63	121.7	2209.	26.22
28564.75	-9.71	117.0	2016.	24.14	8971.	.321	6.30	116.3	2004.	23.93
28565.75	-9.09	111.3	1823.	21.85	8531.	.294	7.98	110.5	1810.	21.61
28566.75	-8.90	106.1	1640.	19.85	8565.	.294	9.50	105.2	1624.	19.59
28567.75	-9.32	100.7	1465.	17.87	9352.	.320	11.07	99.7	1448.	17.59
28568.75	-9.29	95.2	1300.	15.98	9571.	.326	12.61	94.1	1282.	15.69
28569.75	-10.00	89.4	1144.	14.11	10709.	.360	14.19	88.3	1124.	13.80
28570.75	-9.55	83.5	998.	12.31	10382.	.364	15.71	82.3	977.	11.99
28571.75	-9.86	77.8	862.	10.69	10980.	.386	17.14	76.5	840.	10.37
28572.75	-9.64	72.1	735.	9.17	10920.	.380	18.50	70.7	714.	8.85
28573.75	-10.07	66.4	619.	7.77	11661.	.391	19.79	64.9	597.	7.46
28574.75	-10.32	60.3	512.	6.42	12153.	.412	21.04	58.7	490.	6.11
28575.75	-9.63	54.3	416.	5.20	11478.	.382	22.15	52.7	395.	4.91
28576.75	-9.81	48.7	328.	4.19	11831.	.404	23.12	47.0	309.	3.91
28577.75	-10.74	42.6	251.	3.20	13124.	.448	24.07	40.8	233.	2.94
28578.75	-9.39	36.2	185.	2.32	11585.	.391	24.87	34.3	168.	2.09
28579.75	-4.99	31.8	129.	1.78	6225.	.206	25.33	29.8	115.	1.58
28580.00	-3.85	31.1	115.	1.71	4865.	.148	25.33	29.2	103.	1.51

MARK III ANTISKID/STANDARD TIRES/DRY RUNWAY

TEST NO. 2A

STAND WGT 43000.LBS | TEST WGT 42850.LBS | PRESS ALT 27.649 IN HG | TEMP 6.5 C | WIND VEL 1.4 KTS | WIND DIREC 55.0 DEG MAG

	-----------------	TEST DAY	-----------------					----STANDARD	DAY----	
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
30073.69	-5.15	143.0	4133.	38.80	1465.	.061	.02	146.0	4314.	40.56
30074.50	-7.48	140.4	3939.	37.37	4794.	.204	.74	143.3	4113.	39.08
30075.50	-11.53	134.3	3706.	34.23	11013.	.393	2.84	137.2	3873.	35.83
30076.50	-9.14	127.7	3486.	30.94	8294.	.274	4.98	130.5	3646.	32.42
30077.50	-8.83	123.0	3273.	28.69	8169.	.260	6.57	125.7	3427.	30.08
30078.50	-9.72	117.6	3071.	26.22	9648.	.321	8.39	120.2	3217.	27.52
30079.50	-9.81	111.5	2878.	23.58	10109.	.337	10.33	114.1	3019.	24.78
30080.50	-8.68	106.2	2694.	21.41	8905.	.283	11.99	108.8	2830.	22.52
30081.50	-6.88	101.1	2520.	19.37	6777.	.213	13.38	103.5	2649.	20.41
30082.50	-6.21	97.9	2352.	18.19	6040.	.187	14.32	100.4	2475.	19.18
30083.50	-6.07	93.6	2190.	16.63	6082.	.182	15.37	96.0	2307.	17.56
30084.50	-5.82	90.6	2034.	15.57	5861.	.181	16.22	93.0	2145.	16.45
30085.50	-5.22	87.2	1885.	14.42	5227.	.157	17.05	89.5	1989.	15.26
30086.50	-6.06	84.0	1740.	13.40	6450.	.201	17.88	86.3	1839.	14.19
30087.50	-6.57	80.3	1602.	12.23	7299.	.226	18.84	82.5	1695.	12.97
30088.50	-6.00	76.2	1469.	11.02	6711.	.202	19.78	78.4	1557.	11.71
30089.50	-4.78	73.5	1343.	10.26	5166.	.161	20.44	75.7	1425.	10.92
30090.50	-6.11	70.1	1222.	9.33	7118.	.201	21.23	72.3	1299.	9.94
30091.50	-4.81	66.9	1107.	8.50	5459.	.166	21.91	69.0	1179.	9.08
30092.50	-6.58	63.4	996.	7.63	7925.	.243	22.68	65.5	1063.	8.16
30093.50	-6.12	59.7	892.	6.76	7440.	.225	23.47	61.7	954.	7.25
30094.50	-4.83	56.4	795.	6.03	5833.	.172	24.09	58.4	852.	6.49
30095.50	-5.31	53.4	702.	5.41	6548.	.196	24.66	55.4	754.	5.83
30096.50	-6.82	49.9	614.	4.72	8642.	.267	25.33	51.8	662.	5.11
30097.50	-6.39	45.9	533.	3.99	8174.	.252	26.00	47.8	578.	4.34
30098.50	-5.31	42.1	459.	3.37	6856.	.199	26.55	44.0	499.	3.68
30098.94	-2.67	40.9	429.	3.18	3388.	.094	26.62	42.8	467.	3.48

MARK III ANTISKID/STANDARD TIRES/DRY RUNWAY

TEST NO. 2B

STAND WGT 38000.LBS | TEST WGT 38200.LBS | PRESS ALT 27.661 IN HG | TEMP 8.5 C | WIND VEL 2.3 KTS | WIND DIREC 70.0 DEG MAG

	-----------------	TEST DAY	-----------------					----STANDARD	DAY----	
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
32429.77	-5.32	140.0	2633.	33.12	1145.	.059	.06	142.4	2707.	34.13
32431.00	-10.16	134.3	2347.	30.50	7728.	.319	1.47	136.8	2417.	31.47
32432.00	-11.98	127.2	2126.	27.34	10347.	.414	3.61	129.6	2192.	28.26
32433.00	-11.76	120.4	1917.	24.49	10495.	.421	5.74	122.8	1980.	25.36
32434.00	-11.68	113.2	1720.	21.67	11031.	.438	7.86	115.6	1780.	22.48
32435.00	-11.41	106.1	1535.	19.04	10873.	.423	9.88	108.5	1592.	19.81
32436.00	-11.08	99.6	1361.	16.78	10791.	.417	11.72	102.0	1415.	17.49
32437.00	-10.35	93.2	1199.	14.68	10239.	.394	13.40	95.5	1249.	15.35
32438.00	-10.79	86.8	1046.	12.75	11055.	.415	15.02	89.2	1094.	13.38
32439.00	-10.22	80.8	905.	11.03	10635.	.396	16.50	83.1	949.	11.61
32440.00	-10.74	74.3	773.	9.34	11509.	.422	17.96	76.6	814.	9.87
32441.00	-10.14	68.6	654.	7.96	10998.	.403	19.24	70.9	691.	8.45
32442.00	-10.55	62.0	543.	6.51	11711.	.427	20.50	64.3	577.	6.95
32443.00	-9.85	56.3	444.	5.35	11048.	.406	21.59	58.5	474.	5.76
32444.00	-9.88	50.2	354.	4.27	11260.	.414	22.58	52.4	381.	4.63
32445.00	-10.37	44.5	273.	3.34	11998.	.430	23.46	46.7	297.	3.66
32446.00	-9.77	38.0	204.	2.44	11442.	.403	24.28	40.2	225.	2.72
32447.00	-7.34	33.4	144.	1.88	8645.	.307	24.82	35.5	161.	2.12
32448.00	-6.11	28.7	91.	1.40	7296.	.245	25.17	30.9	104.	1.60
32448.02	-6.03	28.7	90.	1.39	7203.	.241	25.17	30.8	103.	1.60

TEST NO. 3A MARK III ANTISKID/STANDARD TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
40000.LBS	39200.LBS	27.678 IN HG	9.0 C	13.0 KTS	203.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
40690.61	-3.30	144.0	7770.	35.99	0.	0.000	0.00	133.8	6937.	31.71
40691.50	-4.74	141.3	7555.	34.65	1647.	.066	.32	131.1	6723.	30.42
40692.50	-1.04	139.7	7319.	33.85	0.	0.000	.37	129.4	6499.	29.65
40693.50	-3.75	138.8	7083.	33.44	590.	.023	.40	128.5	6283.	29.25
40694.50	-4.09	135.7	6851.	31.96	1169.	.046	.79	125.4	6053.	27.84
40695.50	-2.53	134.1	6624.	31.19	0.	0.000	.83	123.7	5839.	27.10
40696.50	-3.89	132.2	6399.	30.31	1133.	.044	.96	121.8	5625.	26.26
40697.50	-3.41	130.0	6178.	29.33	694.	.027	1.16	119.6	5414.	25.33
40698.50	-3.21	127.9	5960.	28.39	600.	.023	1.32	117.5	5207.	24.43
40699.50	-3.82	126.2	5745.	27.63	1430.	.053	1.49	115.7	5006.	23.71
40700.50	-3.43	123.7	5535.	26.56	1126.	.041	1.81	113.2	4803.	22.69
40701.50	-3.45	121.8	5327.	25.75	1260.	.045	2.04	111.3	4609.	21.92
40702.50	-2.68	120.0	5124.	24.97	436.	.015	2.19	109.4	4419.	21.19
40703.50	-4.18	117.9	4923.	24.11	2370.	.084	2.52	107.3	4229.	20.37
40704.50	-3.41	115.4	4726.	23.10	1642.	.057	2.94	104.7	4042.	19.42
40705.50	-3.63	113.6	4533.	22.41	2086.	.069	3.26	103.0	3863.	18.78
40706.50	-3.83	110.9	4343.	21.35	2462.	.083	3.76	100.2	3681.	17.78
40707.50	-2.66	109.6	4156.	20.84	1134.	.037	3.96	98.9	3513.	17.30
40708.50	-4.23	107.4	3973.	20.00	3154.	.102	4.42	96.6	3342.	16.52
40709.50	-3.35	105.6	3794.	19.34	2171.	.070	4.82	94.8	3179.	15.90
40710.50	-3.97	102.9	3618.	18.38	3030.	.099	5.32	92.1	3012.	15.02
40711.50	-3.82	100.9	3445.	17.68	2938.	.094	5.81	90.1	2855.	14.37
40712.50	-3.64	98.7	3278.	16.89	2818.	.091	6.29	87.8	2700.	13.64
40713.50	-2.99	96.6	3113.	16.21	2117.	.068	6.68	85.7	2550.	13.01
40714.50	-4.69	94.5	2951.	15.48	4284.	.137	7.23	83.5	2402.	12.35
40715.50	-3.05	91.9	2795.	14.66	2375.	.078	7.74	80.9	2258.	11.59
40716.50	-4.03	90.2	2640.	14.13	3636.	.119	8.16	79.2	2122.	11.11
40717.50	-5.35	87.1	2490.	13.16	5363.	.174	8.92	76.0	1980.	10.23
40718.50	-3.60	84.6	2346.	12.42	3317.	.108	9.49	73.5	1849.	9.56
40719.50	-3.92	82.4	2205.	11.78	3795.	.121	9.99	71.2	1723.	8.98
40720.50	-3.52	80.2	2068.	11.17	3381.	.110	10.47	69.1	1602.	8.44
40721.50	-3.90	78.1	1935.	10.57	3911.	.128	10.95	66.8	1485.	7.91
40722.50	-4.96	75.2	1805.	9.81	5299.	.171	11.60	63.9	1367.	7.24
40723.50	-3.58	72.8	1680.	9.19	3692.	.120	12.12	61.5	1258.	6.70
40724.50	-4.54	70.4	1559.	8.59	4940.	.158	12.65	59.0	1152.	6.17
40725.50	-4.37	67.6	1442.	7.93	4803.	.156	13.22	56.2	1049.	5.60
40726.50	-4.42	65.1	1330.	7.36	4932.	.160	13.76	53.7	953.	5.11
40727.50	-4.26	62.7	1223.	6.82	4808.	.155	14.27	51.2	861.	4.65
40728.50	-4.53	59.8	1120.	6.21	5217.	.165	14.81	48.3	771.	4.13
40729.50	-3.86	57.4	1021.	5.73	4451.	.144	15.26	45.9	690.	3.73
40730.50	-5.18	54.8	926.	5.22	6118.	.198	15.78	43.3	611.	3.31
40731.50	-5.07	51.6	836.	4.62	6057.	.195	16.32	40.0	533.	2.83
40732.50	-4.93	48.6	751.	4.10	5947.	.192	16.83	36.9	462.	2.42
40733.50	-4.24	46.0	671.	3.67	5155.	.167	17.25	34.3	399.	2.08
40734.50	-4.26	43.5	596.	3.29	5231.	.167	17.64	31.8	341.	1.79
40735.50	-4.81	40.7	525.	2.87	5946.	.190	18.04	28.9	285.	1.48
40736.50	-4.36	37.9	458.	2.49	5440.	.175	18.42	26.0	234.	1.20
40737.50	-4.20	35.6	396.	2.20	5272.	.172	18.73	23.7	191.	1.00
40738.50	-4.81	32.7	338.	1.86	6056.	.197	19.07	20.8	150.	.77
40739.50	-2.63	30.2	285.	1.58	3446.	.108	19.30	18.3	115.	.59
40739.66	-1.93	29.9	277.	1.56	2596.	.082	19.30	18.0	111.	.57

TEST NO. 4A MARK III ANTISKID/STANDARD TIRES/DRY RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	43200.LBS	27.712 IN HG	3.0 C	3.6 KTS	253.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
26309.48	-5.24	144.3	3099.	39.80	1906.	.073	.01	143.2	3048.	39.03
26310.25	-8.25	141.3	2913.	38.21	6203.	.232	1.02	140.2	2863.	37.42
26311.25	-10.47	135.3	2679.	35.00	9874.	.342	3.09	134.1	2628.	34.21
26312.25	-10.96	129.0	2456.	31.80	10949.	.372	5.44	127.7	2404.	31.02
26313.25	-10.98	122.6	2244.	28.74	11355.	.384	7.76	121.2	2192.	27.96
26314.25	-10.97	115.6	2043.	25.55	11763.	.383	10.15	114.1	1989.	24.78
26315.25	-9.78	109.8	1852.	23.06	10486.	.335	12.16	108.2	1799.	22.30
26316.25	-10.03	104.0	1672.	20.68	11106.	.356	14.08	102.3	1619.	19.93
26317.25	-10.61	97.7	1502.	18.25	12187.	.389	16.07	95.9	1449.	17.52
26318.25	-10.50	91.4	1342.	15.99	12320.	.398	18.01	89.6	1289.	15.28
26319.25	-8.16	85.6	1193.	14.03	9464.	.278	19.57	83.7	1141.	13.34
26320.25	-9.32	81.1	1052.	12.59	11173.	.346	20.95	79.1	1002.	11.92
26321.25	-8.52	75.5	920.	10.90	10320.	.318	22.36	73.4	872.	10.26
26322.25	-9.85	70.5	796.	9.51	12285.	.378	23.71	68.4	750.	8.90
26323.25	-8.77	64.7	683.	8.00	11028.	.337	25.02	62.4	638.	7.42
26324.25	-8.73	59.4	577.	6.75	11125.	.345	26.16	57.1	535.	6.20
26325.25	-9.38	54.6	481.	5.71	12135.	.374	27.24	52.2	442.	5.20
26326.25	-8.57	48.4	396.	4.48	11213.	.341	28.26	45.9	358.	4.02
26327.25	-9.05	43.6	316.	3.64	11964.	.366	29.11	41.1	282.	3.21
26328.25	-8.77	38.5	247.	2.83	11688.	.363	29.91	35.8	217.	2.45
26329.25	-5.42	33.7	187.	2.17	7290.	.221	30.46	31.0	160.	1.83
26329.50	-4.05	32.9	174.	2.07	5490.	.158	30.46	30.3	148.	1.74

TEST NO. 4B MARK III ANTISKID/STANDARD TIRES/DRY RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
40000.LBS	39200.LBS	27.714 IN HG	6.0 C	3.3 KTS	215.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
28550.31	-6.59	139.2	2638.	33.60	3330.	.148	.15	136.8	2688.	34.12
28551.25	-8.31	134.6	2420.	31.44	5918.	.245	1.32	134.2	2463.	31.88
28552.25	-11.21	129.0	2197.	28.89	9935.	.376	3.14	128.5	2230.	29.22
28553.25	-10.71	122.3	1985.	25.96	9705.	.370	5.23	121.6	2011.	26.18
28554.25	-12.21	115.7	1783.	23.23	11937.	.441	7.39	114.9	1801.	23.36
28555.25	-11.37	108.8	1595.	20.55	11278.	.420	9.54	107.8	1605.	20.58
28556.25	-11.13	102.0	1417.	18.05	11327.	.416	11.53	100.8	1421.	18.01
28557.25	-11.01	95.4	1250.	15.78	11500.	.418	13.40	94.1	1248.	15.67
28558.25	-11.26	88.8	1094.	13.68	12086.	.439	15.22	87.4	1087.	13.52
28559.25	-10.32	82.3	950.	11.75	11201.	.405	16.87	80.7	939.	11.53
28560.25	-11.46	76.0	816.	10.03	12840.	.454	18.46	74.3	801.	9.78
28561.25	-10.01	69.4	693.	8.35	11300.	.403	19.92	67.5	675.	8.07
28562.25	-10.01	63.9	581.	7.09	11481.	.404	21.13	62.0	562.	6.80
28563.25	-10.23	57.3	479.	5.69	11954.	.409	22.36	55.2	457.	5.39
28564.25	-9.64	51.9	387.	4.67	11370.	.396	23.37	49.6	365.	4.36
28565.25	-10.18	45.8	304.	3.63	12179.	.421	24.33	43.4	282.	3.33
28566.25	-9.86	39.9	232.	2.76	11913.	.412	25.17	37.4	211.	2.48
28567.25	-9.38	34.2	169.	2.03	11440.	.392	25.86	31.6	150.	1.77
28568.25	-10.51	28.4	116.	1.40	12902.	.451	26.49	25.7	98.	1.17
28569.25	-6.18	22.7	74.	.89	7737.	.252	26.91	19.8	59.	.70
28569.68	-3.33	21.6	58.	.81	4305.	.132	26.95	18.7	45.	.62

TEST NO. 5A MARK III ANTISKID/STANDARD TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	42500.LBS	27.715 IN HG	11.5 C	3.7 KTS	255.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
35585.86	-4.38	145.1	7588.	39.61	743.	.029	.03	143.0	7482.	38.93
35586.75	-3.09	143.5	7371.	38.76	0.	0.000	.05	141.4	7265.	38.07
35587.75	-3.93	141.1	7130.	37.46	400.	.016	.12	139.0	7023.	36.77
35588.75	-3.20	139.2	6894.	36.48	0.	0.000	.12	137.1	6786.	35.78
35589.75	-3.94	137.1	6661.	35.36	667.	.026	.21	134.9	6552.	34.66
35590.75	-3.11	135.1	6431.	34.34	0.	0.000	.23	132.9	6323.	33.65
35591.75	-3.70	132.8	6205.	33.20	649.	.024	.35	130.7	6095.	32.50
35592.75	-3.31	131.2	5982.	32.40	231.	.009	.36	129.0	5874.	31.70
35593.75	-3.81	128.8	5763.	31.21	1079.	.039	.58	126.6	5653.	30.50
35594.75	-3.82	126.4	5547.	30.07	1192.	.043	.87	124.2	5437.	29.37
35595.75	-2.99	124.9	5336.	29.34	243.	.009	.92	122.6	5227.	28.63
35596.75	-4.20	122.1	5127.	28.04	2025.	.070	1.32	119.8	5017.	27.33
35597.75	-3.38	120.3	4923.	27.22	1071.	.036	1.54	118.0	4813.	26.51
35598.75	-3.80	118.1	4722.	26.24	1778.	.060	1.85	115.8	4613.	25.53
35599.75	-4.11	115.4	4525.	25.07	2471.	.080	2.32	113.1	4415.	24.36
35600.75	-3.03	113.5	4331.	24.23	1218.	.037	2.62	111.2	4223.	23.52
35601.75	-3.99	111.5	4141.	23.38	2561.	.079	3.00	109.1	4034.	22.67
35602.75	-3.09	109.2	3956.	22.45	1505.	.047	3.36	106.9	3848.	21.75
35603.75	-4.11	107.3	3772.	21.65	2976.	.090	3.78	104.9	3666.	20.95
35604.75	-3.71	105.1	3594.	20.77	2559.	.079	4.25	102.7	3489.	20.07
35605.75	-3.82	102.6	3418.	19.81	2853.	.085	4.75	100.2	3314.	19.12
35606.75	-3.76	100.5	3247.	19.01	2843.	.087	5.23	98.1	3144.	18.32
35607.75	-3.26	98.5	3079.	18.26	2300.	.069	5.64	96.1	2978.	17.57
35608.75	-4.19	96.1	2914.	17.36	3629.	.109	6.16	93.6	2814.	16.68
35609.75	-4.65	93.5	2754.	16.45	4349.	.132	6.82	91.0	2655.	15.77
35610.75	-3.35	91.2	2599.	15.66	2754.	.082	7.32	88.8	2501.	14.99
35611.75	-4.72	88.9	2447.	14.88	4655.	.140	7.89	86.4	2351.	14.22
35612.75	-4.30	86.1	2299.	13.96	4197.	.127	8.56	83.6	2204.	13.31
35613.75	-3.84	83.8	2156.	13.22	3687.	.111	9.09	81.3	2063.	12.58
35614.75	-3.72	81.2	2017.	12.41	3624.	.111	9.64	78.7	1925.	11.78
35615.75	-3.44	79.3	1881.	11.83	3334.	.101	10.07	76.7	1792.	11.20
35616.75	-4.54	77.1	1748.	11.19	4876.	.146	10.63	74.5	1662.	10.58
35617.75	-3.94	74.3	1621.	10.39	4193.	.124	11.23	71.7	1537.	9.78
35618.75	-4.29	72.1	1497.	9.78	4719.	.142	11.75	69.5	1416.	9.19
35619.75	-4.82	69.2	1378.	9.00	5511.	.166	12.41	66.5	1298.	8.42
35620.75	-4.24	66.8	1264.	8.39	4834.	.144	12.96	64.1	1187.	7.82
35621.75	-4.50	63.6	1154.	7.62	5282.	.156	13.58	60.9	1079.	7.07
35622.75	-3.74	61.4	1048.	7.10	4332.	.130	14.05	58.7	977.	6.56
35623.75	-5.32	58.8	946.	6.49	6506.	.192	14.62	56.0	877.	5.98
35624.75	-3.83	55.7	850.	5.84	4613.	.137	15.16	53.0	784.	5.34
35625.75	-4.37	53.9	757.	5.47	5374.	.161	15.58	51.2	696.	4.98
35626.75	-4.73	50.8	669.	4.85	5928.	.177	16.11	48.0	610.	4.38
35627.75	-5.03	48.1	585.	4.35	6389.	.191	16.61	45.3	531.	3.90
35628.75	-5.03	45.0	507.	3.81	6453.	.195	17.11	42.2	456.	3.39
35629.75	-5.44	41.7	433.	3.27	7072.	.212	17.62	38.8	385.	2.87
35630.75	-5.86	38.5	365.	2.78	7685.	.233	18.11	35.6	320.	2.41
35631.75	-4.07	35.6	304.	2.39	5378.	.161	18.49	32.7	263.	2.04
35632.75	-5.88	32.2	245.	1.95	7831.	.233	18.90	29.3	208.	1.63
35633.63	-1.78	30.2	200.	1.71	2441.	.073	19.08	27.2	167.	1.41

TEST NO. 5B MARK III ANTISKID/STANDARD TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	38050.LBS	27.702 IN HG	15.3 C	1.4 KTS	228.0 DEG MAG

	----------TEST DAY----------							----STANDARD DAY----		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
38319.32	-3.58	128.3	5554.	27.72	282.	.012	.01	126.1	5467.	26.76
38320.25	-4.20	126.0	5455.	26.76	1166.	.048	.20	123.9	5272.	25.82
38321.25	-3.06	123.8	5244.	25.80	0.	0.000	.31	121.6	5067.	24.88
38322.25	-3.26	122.0	5036.	25.07	301.	.012	.34	119.9	4865.	24.17
38323.25	-3.94	119.9	4832.	24.22	1254.	.050	.53	117.8	4666.	23.35
38324.25	-2.80	117.8	4633.	23.36	34.	.001	.66	115.7	4471.	22.50
38325.25	-3.65	115.9	4434.	22.61	1152.	.044	.78	113.8	4278.	21.78
38326.25	-3.93	113.7	4241.	21.77	1620.	.061	1.08	111.6	4090.	20.95
38327.25	-3.29	111.5	4051.	20.94	977.	.037	1.31	109.4	3905.	20.15
38328.25	-4.16	109.1	3864.	20.06	2132.	.081	1.64	107.1	3723.	19.29
38329.25	-3.06	107.0	3683.	19.30	994.	.037	1.90	105.0	3546.	18.55
38330.25	-4.63	104.7	3503.	18.47	3040.	.109	2.31	102.7	3372.	17.74
38331.25	-3.74	102.2	3329.	17.60	2162.	.075	2.76	100.2	3202.	16.89
38332.25	-4.46	99.5	3158.	16.69	3155.	.109	3.25	97.6	3036.	16.01
38333.25	-4.09	97.1	2992.	15.89	2834.	.098	3.73	95.2	2874.	15.23
38334.25	-3.96	94.9	2830.	15.18	2784.	.095	4.16	93.0	2717.	14.55
38335.25	-4.64	92.3	2672.	14.34	3699.	.128	4.70	90.3	2563.	13.72
38336.25	-4.22	89.7	2518.	13.54	3325.	.113	5.23	87.7	2414.	12.95
38337.25	-4.42	87.0	2369.	12.76	3671.	.126	5.77	85.1	2268.	12.19
38338.25	-4.11	84.7	2224.	12.08	3403.	.117	6.25	82.8	2128.	11.53
38339.25	-4.57	81.8	2083.	11.27	4057.	.140	6.82	79.9	1991.	10.75
38340.25	-3.95	79.7	1948.	10.70	3407.	.115	7.27	77.8	1860.	10.19
38341.25	-4.44	76.7	1815.	9.91	4108.	.138	7.82	74.9	1731.	9.43
38342.25	-4.11	74.4	1687.	9.33	3795.	.127	8.30	72.6	1607.	8.86
38343.25	-3.54	72.2	1564.	8.79	3213.	.106	8.71	70.4	1488.	8.34
38344.25	-4.61	69.8	1443.	8.21	4554.	.153	9.19	68.0	1372.	7.78
38345.25	-4.38	67.2	1328.	7.62	4358.	.147	9.69	65.4	1261.	7.21
38346.25	-3.84	64.7	1217.	7.05	3790.	.130	10.14	62.9	1154.	6.66
38347.25	-4.52	62.2	1110.	6.52	4689.	.156	10.60	60.4	1050.	6.14
38348.25	-3.81	59.6	1007.	5.98	3939.	.128	11.04	57.8	951.	5.63
38349.25	-4.21	57.7	908.	5.60	4453.	.149	11.43	55.9	857.	5.26
38350.25	-5.57	54.4	814.	4.99	6142.	.208	11.96	52.7	765.	4.67
38351.25	-4.89	51.2	724.	4.42	5425.	.183	12.47	49.5	679.	4.13
38352.25	-4.11	48.8	640.	4.01	4565.	.154	12.87	47.1	599.	3.74
38353.25	-4.66	45.9	560.	3.55	5286.	.177	13.29	44.2	522.	3.29
38354.25	-4.60	43.2	485.	3.14	5275.	.177	13.69	41.5	451.	2.90
38355.25	-4.42	40.4	415.	2.75	5119.	.172	14.05	38.8	384.	2.53
38356.25	-5.97	37.3	349.	2.35	7008.	.238	14.46	35.7	321.	2.15
38357.25	-4.94	33.9	289.	1.93	5857.	.198	14.84	32.3	263.	1.75
38358.25	-5.77	31.3	233.	1.65	6885.	.232	15.17	29.7	212.	1.48
38359.25	-4.76	27.5	185.	1.28	5753.	.192	15.49	26.0	166.	1.14
38360.25	-5.79	25.0	140.	1.05	7012.	.233	15.75	23.4	124.	.92
38361.25	-2.84	21.3	101.	.76	3569.	.119	15.97	19.7	88.	.66
38361.59	-.87	21.3	90.	.77	1249.	.041	15.97	19.8	78.	.66

TEST NO. 5C   MARK III ANTISKID/STANDARD TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
34000.LBS	34550.LBS	27.686 IN HG	17.0 C	1.6 KTS	55.0 DEG MAG

	--------	--------	--------	TEST DAY	--------	--------	--------	----	STANDARD DAY	----
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
40412.60	-3.87	119.6	4819.	21.87	632.	.028	.02	119.1	4699.	21.37
40413.50	-4.45	117.4	4639.	21.07	1384.	.061	.23	117.0	4525.	20.59
40414.50	-2.91	115.1	4443.	20.27	0.	0.000	.33	114.8	4336.	19.82
40415.50	-3.32	113.4	4250.	19.66	396.	.018	.36	113.1	4149.	19.24
40416.50	-3.41	111.5	4061.	19.01	591.	.026	.45	111.2	3966.	18.61
40417.50	-3.97	109.1	3874.	18.20	1343.	.057	.67	108.8	3786.	17.82
40418.50	-3.40	106.9	3691.	17.48	817.	.036	.87	106.7	3609.	17.13
40419.50	-3.48	105.1	3513.	16.91	1040.	.044	1.00	104.9	3436.	16.58
40420.50	-3.32	102.8	3337.	16.17	1014.	.041	1.21	102.7	3266.	15.86
40421.50	-4.43	100.9	3165.	15.56	2293.	.096	1.47	100.7	3099.	15.27
40422.50	-4.19	98.0	2998.	14.70	2275.	.092	1.88	98.0	2938.	14.44
40423.50	-4.61	95.6	2834.	13.99	2875.	.111	2.28	95.6	2779.	13.75
40424.50	-3.92	93.1	2675.	13.25	2256.	.088	2.69	93.1	2626.	13.04
40425.50	-4.13	90.8	2520.	12.61	2579.	.100	3.05	90.8	2476.	12.42
40426.50	-4.17	88.2	2369.	11.89	2757.	.106	3.47	88.3	2329.	11.73
40427.50	-4.16	85.8	2222.	11.27	2859.	.109	3.88	86.0	2187.	11.12
40428.50	-4.91	83.0	2079.	10.53	3789.	.144	4.38	83.2	2049.	10.41
40429.50	-4.42	80.2	1942.	9.84	3365.	.129	4.86	80.4	1915.	9.73
40430.50	-4.04	77.6	1809.	9.21	3063.	.116	5.29	77.9	1786.	9.13
40431.50	-4.85	75.2	1679.	8.64	4020.	.153	5.74	75.5	1661.	8.57
40432.50	-3.95	72.4	1555.	8.03	3140.	.121	6.19	72.8	1540.	7.97
40433.50	-5.03	69.9	1435.	7.47	4411.	.165	6.63	70.3	1423.	7.44
40434.50	-4.61	66.9	1319.	6.85	4060.	.152	7.13	67.4	1311.	6.83
40435.50	-4.58	64.3	1208.	6.33	4108.	.156	7.56	64.8	1203.	6.32
40436.50	-4.99	61.4	1102.	5.77	4642.	.175	8.03	61.9	1099.	5.77
40437.50	-4.93	58.5	1001.	5.23	4722.	.178	8.50	59.0	1000.	5.25
40438.50	-4.89	55.4	905.	4.69	4716.	.176	8.95	56.0	907.	4.72
40439.50	-3.82	52.8	813.	4.26	3642.	.135	9.30	53.5	817.	4.30
40440.50	-5.53	50.4	725.	3.89	5537.	.206	9.70	51.1	730.	3.93
40441.50	-4.77	47.4	643.	3.44	4789.	.184	10.10	48.2	650.	3.49
40442.50	-5.53	44.4	566.	3.02	5681.	.214	10.50	45.2	574.	3.08
40443.50	-6.02	40.8	493.	2.54	6296.	.235	10.95	41.6	503.	2.61
40444.50	-3.79	38.0	428.	2.20	3972.	.145	11.25	38.9	438.	2.27
40445.50	-5.18	35.5	365.	1.92	5520.	.199	11.54	36.4	376.	2.00
40446.50	-5.08	32.5	308.	1.61	5452.	.205	11.85	33.5	319.	1.69
40447.50	-6.17	29.0	255.	1.28	6689.	.247	12.17	30.0	267.	1.36
40448.28	-0.00	26.5	220.	1.08	110.	.004	12.29	27.6	232.	1.15

TEST NO. 6A MARK II ANTISKID/STANDARD TIRES/DRY RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	43700.LBS	27.405 IN HG	8.5 C	3.0 KTS	270.0 DEG MAG

	-----	-----	-----	TEST DAY	-----	-----	-----	----STANDARD DAY----		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
24846.41	-4.26	152.2	3791.	44.84	169.	.007	.00	149.2	3588.	42.36
24847.25	-5.11	149.8	3577.	43.41	1526.	.059	.25	146.7	3384.	40.98
24848.25	-6.28	146.7	3326.	41.64	3357.	.127	.85	143.7	3145.	39.30
24849.25	-8.00	142.2	3082.	39.12	5970.	.222	2.12	139.2	2912.	36.88
24850.25	-9.01	137.2	2846.	36.42	7739.	.279	3.76	134.2	2687.	34.30
24851.25	-9.91	131.5	2619.	33.44	9580.	.321	5.78	128.5	2469.	31.45
24852.25	-10.49	125.5	2402.	30.45	10757.	.350	7.99	122.6	2261.	28.60
24853.25	-10.18	119.5	2196.	27.61	10679.	.343	10.15	116.6	2064.	25.89
24854.25	-10.45	113.1	1999.	24.76	11392.	.362	12.34	110.3	1876.	23.17
24855.25	-9.50	107.4	1814.	22.31	10387.	.335	14.29	104.6	1699.	20.84
24856.25	-9.91	101.6	1637.	19.97	11219.	.356	16.18	98.9	1530.	18.61
24857.25	-9.86	95.7	1470.	17.72	11447.	.354	18.05	93.0	1371.	16.47
24858.25	-10.41	89.9	1313.	15.64	12447.	.386	19.88	87.3	1222.	14.50
24859.25	-9.77	83.7	1167.	13.56	11838.	.363	21.63	81.1	1082.	12.53
24860.25	-9.10	78.1	1030.	11.81	11131.	.345	23.16	75.6	952.	10.87
24861.25	-8.63	73.1	903.	10.34	10701.	.315	24.49	70.6	831.	9.49
24862.25	-8.99	67.9	784.	8.91	11336.	.354	25.79	65.4	719.	8.13
24863.25	-7.68	62.7	674.	7.61	9719.	.301	26.93	60.3	616.	6.92
24864.25	-9.14	58.4	571.	6.59	11830.	.368	27.97	55.9	519.	5.96
24865.25	-9.64	51.9	478.	5.22	12682.	.395	29.16	49.5	431.	4.67
24866.25	-8.81	47.1	394.	4.30	11691.	.349	30.10	44.8	353.	3.82
24867.25	-7.39	42.0	320.	3.41	9875.	.297	30.89	39.7	283.	2.99
24868.25	-6.78	38.1	252.	2.81	9118.	.278	31.49	35.8	221.	2.44
24869.25	-7.68	33.6	191.	2.19	10430.	.314	32.08	31.4	165.	1.87
24870.11	-3.54	30.3	146.	1.77	4910.	.135	32.34	28.1	124.	1.50

TEST NO. 6B MARK II ANTISKID/STANDARD TIRES/DRY RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
40000.LBS	39200.LBS	27.405 IN HG	8.0 C	3.2 KTS	258.0 DEG MAG

	-----	-----	-----	TEST DAY	-----	-----	-----	----STANDARD DAY----		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
27095.25	-5.50	143.7	3368.	35.86	1692.	.079	.10	142.8	3404.	36.13
27096.25	-7.39	139.5	3129.	33.77	4375.	.186	.97	138.6	3158.	33.99
27097.25	-8.38	134.9	2896.	31.59	5934.	.240	2.19	133.9	2920.	31.75
27098.25	-9.09	129.9	2673.	29.29	7323.	.274	3.67	128.8	2692.	29.40
27099.25	-10.18	123.8	2459.	26.61	9056.	.331	5.50	122.7	2471.	26.66
27100.25	-9.14	118.2	2254.	24.24	8103.	.291	7.19	117.0	2261.	24.24
27101.25	-9.73	112.9	2059.	22.10	9092.	.329	8.84	111.6	2062.	22.05
27102.25	-9.74	106.9	1874.	19.85	9416.	.339	10.55	105.6	1871.	19.75
27103.25	-9.53	101.2	1698.	17.78	9438.	.341	12.19	99.8	1692.	17.64
27104.25	-8.67	95.8	1532.	15.93	8653.	.301	13.65	94.3	1522.	15.76
27105.25	-9.47	90.5	1375.	14.21	9835.	.353	15.10	88.9	1361.	14.01
27106.25	-8.74	84.9	1227.	12.52	9191.	.323	16.49	83.3	1211.	12.30
27107.25	-9.39	79.8	1088.	11.05	10175.	.363	17.81	78.1	1069.	10.81
27108.25	-8.94	74.2	958.	9.54	9836.	.346	19.10	72.4	937.	9.29
27109.25	-8.15	69.1	837.	8.30	9057.	.310	20.20	67.3	815.	8.03
27110.25	-8.20	64.6	724.	7.24	9269.	.313	21.20	62.7	701.	6.97
27111.25	-9.12	59.4	619.	6.12	10533.	.362	22.23	57.5	596.	5.85
27112.25	-8.56	54.0	523.	5.05	9998.	.347	23.19	52.0	499.	4.78
27113.25	-7.88	49.3	436.	4.21	9294.	.318	24.00	47.2	412.	3.95
27114.25	-6.40	44.9	358.	3.50	7606.	.251	24.64	42.8	335.	3.25
27115.25	-7.28	41.2	285.	2.94	8740.	.300	25.21	39.0	264.	2.70
27116.25	-8.83	36.3	219.	2.29	10724.	.369	25.85	34.1	200.	2.06
27117.25	-9.28	30.9	162.	1.66	11361.	.395	26.46	28.6	144.	1.45
27118.25	-4.99	25.8	115.	1.16	6237.	.204	26.80	23.5	99.	.98
27118.25	-4.99	25.8	115.	1.16	6363.	.163	26.80	23.5	99.	.98

TEST NO. 7A MARK II ANTISKID/STANDARD TIRES/DRY RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
42000.LBS	41350.LBS	27.482 IN HG	2.0 C	4.5 KTS	205.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
25568.68	-5.36	149.8	4138.	41.09	1351.	.061	.02	148.8	4163.	41.16
25569.50	-7.28	146.8	3933.	39.46	4097.	.177	.72	145.7	3952.	39.48
25570.50	-8.28	141.8	3689.	36.78	5736.	.239	2.05	140.5	3699.	36.72
25571.50	-7.86	137.4	3453.	34.54	5537.	.223	3.30	136.0	3457.	34.41
25572.50	-8.31	132.4	3227.	32.11	6561.	.247	4.72	131.0	3223.	31.91
25573.50	-8.85	127.0	3007.	29.50	7771.	.269	6.37	125.4	2995.	29.24
25574.50	-7.25	122.3	2797.	27.36	6034.	.204	7.74	120.6	2779.	27.04
25575.50	-7.89	117.9	2594.	25.44	7109.	.231	9.08	116.1	2571.	25.08
25576.50	-8.84	113.2	2399.	23.44	8606.	.288	10.60	111.3	2371.	23.03
25577.50	-9.61	107.2	2212.	21.03	9901.	.333	12.41	105.2	2177.	20.57
25578.50	-7.64	102.5	2036.	19.22	7585.	.256	13.84	100.4	1997.	18.73
25579.50	-8.66	97.6	1867.	17.45	9159.	.296	15.27	95.4	1824.	16.93
25580.50	-9.75	92.1	1706.	15.53	10799.	.357	16.89	89.8	1658.	14.98
25581.50	-7.20	86.7	1556.	13.76	7751.	.253	18.27	84.2	1504.	13.20
25582.50	-6.83	82.9	1412.	12.59	7425.	.238	19.27	80.4	1359.	12.02
25583.50	-8.70	78.6	1276.	11.31	10006.	.320	20.49	76.0	1221.	10.73
25584.50	-7.85	73.7	1149.	9.94	9075.	.297	21.57	70.9	1091.	9.36
25585.50	-8.63	68.2	1029.	8.53	10276.	.327	22.88	65.4	969.	7.95
25586.50	-7.56	63.2	917.	7.32	9056.	.291	23.94	60.2	855.	6.75
25587.50	-4.52	59.6	814.	6.50	5293.	.157	24.64	56.5	752.	5.94
25588.50	-4.49	57.5	715.	6.05	5288.	.164	25.09	54.4	657.	5.50
25589.50	-6.52	54.1	620.	5.36	7982.	.250	25.76	51.0	565.	4.83
25590.50	-4.35	50.5	532.	4.67	5292.	.165	26.33	47.3	480.	4.16
25591.18	-2.77	49.2	475.	4.44	3312.	.098	26.48	46.0	425.	3.93

TEST NO. 7B MARK II ANTISKID/STANDARD TIRES/DRY RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
36000.LBS	35700.LBS	27.490 IN HG	6.0 C	5.4 KTS	206.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
29132.50	-4.50	141.1	3592.	31.49	269.	.014	.02	137.5	3458.	30.14
29133.50	-4.50	138.5	3356.	30.31	490.	.025	.09	134.8	3225.	28.98
29134.50	-5.92	135.2	3124.	28.90	2245.	.114	.48	131.5	2998.	27.57
29135.50	-5.45	132.1	2898.	27.59	1957.	.096	.91	128.4	2777.	26.28
29136.50	-6.37	128.7	2679.	26.18	3230.	.147	1.48	124.9	2561.	24.88
29137.50	-6.70	124.6	2465.	24.54	3844.	.174	2.27	120.8	2351.	23.25
29138.50	-8.39	120.6	2257.	22.97	6130.	.263	3.28	116.7	2147.	21.71
29139.50	-9.34	115.0	2059.	20.90	7582.	.311	4.70	111.1	1950.	19.66
29140.50	-9.21	109.5	1869.	18.96	7719.	.313	6.13	105.6	1763.	17.76
29141.50	-9.19	104.0	1689.	17.09	7996.	.319	7.54	100.0	1585.	15.92
29142.50	-9.11	98.6	1518.	15.38	8148.	.329	8.90	94.5	1417.	14.25
29143.50	-9.23	93.3	1356.	13.75	8518.	.343	10.23	89.1	1259.	12.66
29144.50	-9.81	87.8	1203.	12.18	9405.	.367	11.57	83.5	1110.	11.12
29145.50	-10.39	81.3	1060.	10.45	10297.	.398	13.02	77.0	968.	9.45
29146.50	-9.28	76.0	928.	9.13	9277.	.348	14.23	71.7	840.	8.18
29147.50	-10.08	69.9	804.	7.72	10353.	.408	15.46	65.5	720.	6.83
29148.50	-9.21	64.5	691.	6.57	9554.	.371	16.53	60.0	611.	5.73
29149.50	-9.81	58.8	586.	5.45	10415.	.381	17.55	54.2	510.	4.68
29150.50	-8.41	53.3	492.	4.49	8988.	.344	18.43	48.7	420.	3.78
29151.50	-6.94	49.2	407.	3.83	7495.	.260	19.08	44.6	342.	3.17
29152.50	-7.73	44.7	328.	3.16	8447.	.311	19.70	40.0	269.	2.55
29153.50	-9.26	39.7	256.	2.49	10237.	.384	20.37	35.0	204.	1.95
29154.50	-5.08	34.7	194.	1.90	5690.	.212	20.79	29.9	149.	1.42
29154.55	-4.79	34.6	191.	1.89	5371.	.200	20.79	29.7	146.	1.41

TEST NO. 8B MARK II ANTISKID/STANDARD TIRES/DRY RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	37550.LBS	27.565 IN HG	10.0 C	12.2 KTS	237.0 DEG MAG

	----TEST DAY----							----STANDARD DAY----		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
30527.53	-7.82	148.2	3290.	36.49	4858.	.180	.26	137.3	2895.	31.73
30528.50	-7.12	143.9	3051.	34.41	4014.	.175	1.31	133.0	2673.	29.76
30529.50	-6.95	139.7	2812.	32.44	4099.	.172	2.26	128.8	2452.	27.91
30530.50	-7.99	135.5	2579.	30.52	5593.	.234	3.37	124.6	2237.	26.11
30531.50	-9.56	130.1	2355.	28.11	7927.	.297	4.98	119.1	2027.	23.86
30532.50	-9.91	124.3	2140.	25.68	8686.	.327	6.76	113.3	1827.	21.59
30533.50	-10.73	118.3	1935.	23.26	9973.	.369	8.67	107.2	1636.	19.35
30534.50	-10.71	111.7	1741.	20.72	10280.	.375	10.66	100.6	1454.	17.01
30535.50	-10.62	105.5	1558.	18.49	10461.	.388	12.52	94.3	1284.	14.97
30536.50	-10.29	99.3	1385.	16.38	10351.	.381	14.30	88.1	1125.	13.05
30537.50	-10.63	93.1	1223.	14.42	11014.	.389	16.01	81.9	977.	11.29
30538.50	-9.39	86.9	1071.	12.56	9799.	.346	17.57	75.6	839.	9.63
30539.50	-9.35	81.9	928.	11.14	9928.	.358	18.90	70.5	714.	8.37
30540.50	-10.23	75.8	796.	9.55	11152.	.400	20.32	64.5	597.	6.99
30541.50	-10.29	69.7	673.	8.07	11409.	.409	21.69	58.3	490.	5.71
30542.50	-10.02	63.7	561.	6.74	11257.	.408	22.94	52.2	394.	4.59
30543.50	-10.14	57.5	458.	5.49	11554.	.417	24.09	46.0	307.	3.55
30544.50	-10.96	51.5	366.	4.41	12635.	.467	25.18	40.0	232.	2.69
30545.50	-10.66	44.8	284.	3.33	12421.	.453	26.18	33.2	166.	1.85
30546.50	-9.78	38.6	214.	2.47	11505.	.412	26.99	26.9	112.	1.22
30547.50	-10.11	33.2	153.	1.83	11970.	.425	27.67	21.5	70.	.78
30548.50	-7.60	26.9	103.	1.20	9110.	.326	28.19	15.2	36.	.39
30549.50	-2.66	24.5	60.	1.00	3356.	.124	28.40	12.7	18.	.27
30550.18	-.94	23.5	33.	.92	1398.	.047	28.44	11.7	9.	.23

TEST NO. 9A MARK II ANTISKID/STANDARD TIRES/DRY RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
40000.LBS	40200.LBS	27.801 IN HG	4.2 C	1.8 KTS	265.0 DEG MAG

	----TEST DAY----							----STANDARD DAY----		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
25906.56	-4.95	145.4	3452.	37.63	393.	.022	.02	146.0	3469.	37.76
25907.50	-5.38	142.1	3211.	35.94	1577.	.071	.33	142.7	3225.	36.06
25908.50	-6.95	138.8	2973.	34.26	3819.	.164	.99	139.3	2985.	34.36
25909.50	-6.26	134.6	2743.	32.25	3230.	.136	1.84	135.1	2753.	32.32
25910.50	-8.68	130.6	2518.	30.34	6598.	.264	2.94	131.0	2526.	30.38
25911.50	-10.14	124.7	2303.	27.66	9039.	.333	4.75	125.0	2307.	27.68
25912.50	-9.24	119.1	2098.	25.23	8300.	.288	6.47	119.3	2100.	25.22
25913.50	-10.20	113.2	1901.	22.81	9815.	.349	8.28	113.4	1902.	22.7[illegible]
25914.50	-9.31	107.2	1716.	20.45	9039.	.312	10.02	107.3	1714.	20.3[illegible]
25915.50	-9.83	101.7	1539.	18.42	9961.	.345	11.66	101.8	1535.	18.34
25916.50	-9.61	95.8	1372.	16.32	9950.	.348	13.33	95.7	1367.	16.23
25917.50	-9.91	90.1	1215.	14.46	10595.	.370	14.91	90.0	1209.	14.34
25918.50	-9.87	84.2	1068.	12.62	10784.	.378	16.09	84.0	1060.	12.50
25919.00	-11.55	81.4	1001.	11.78	13003.	.452	17.25	81.1	992.	11.65
25920.00	-10.20	74.2	870.	9.79	11596.	.406	18.89	73.8	860.	9.65
25921.00	-9.00	68.8	749.	8.42	10292.	.352	20.12	68.4	739.	8.28
25922.00	-9.24	63.4	638.	7.16	10773.	.368	21.29	62.9	627.	7.02
25923.00	-8.98	57.7	535.	5.92	10628.	.358	22.38	57.1	524.	5.77
25924.00	-8.38	52.9	442.	4.98	10013.	.338	23.29	52.3	431.	4.84
25925.00	-8.82	47.9	356.	4.08	10689.	.363	24.14	47.2	346.	3.94
25926.00	-11.31	41.9	280.	3.13	13940.	.469	25.08	41.2	269.	3.00
25927.00	-7.45	35.9	215.	2.30	9236.	.315	25.80	35.1	205.	2.18
25928.00	-5.38	32.3	157.	1.86	6767.	.208	26.21	31.4	149.	1.75
25928.66	-1.91	30.6	114.	1.66	2474.	.074	26.35	29.6	107.	1.56

TEST NO. 10A   MARK II ANTISKID/STANDARD TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
40000.LBS	40350.LBS	27.520 IN HG	12.0 C	6.4 KTS	235.0 DEG MAG

	---TEST DAY---							----STANDARD DAY----		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBS	FBW	KTAS	DIST	KE
27748.65	-3.93	157.5	10003.	44.32	0.	0.000	0.00	150.2	9072.	39.92
27749.50	-3.45	155.9	9809.	43.39	0.	0.000	0.00	148.5	8884.	39.06
27750.50	-4.95	153.2	9546.	41.93	600.	.031	.06	145.9	8635.	37.68
27751.50	-4.07	150.6	9292.	40.52	0.	0.000	.09	143.3	8392.	36.36
27752.50	-4.14	148.1	9039.	39.18	0.	0.000	.09	140.8	8154.	35.12
27753.50	-3.84	145.9	8791.	38.05	0.	0.000	.09	138.7	7920.	34.05
27754.50	-4.18	143.5	8547.	36.77	470.	.021	.18	136.2	7689.	32.86
27755.50	-3.81	141.3	8307.	35.66	189.	.008	.21	134.0	7463.	31.82
27756.50	-4.48	138.6	8073.	34.33	1218.	.051	.44	131.4	7239.	30.58
27757.50	-3.65	136.3	7839.	33.17	426.	.017	.59	129.1	7020.	29.50
27758.50	-4.09	134.1	7611.	32.13	1143.	.044	.76	126.9	6806.	28.53
27759.50	-4.42	131.5	7386.	30.89	1715.	.065	1.12	124.3	6594.	27.38
27760.50	-3.46	128.9	7167.	29.69	654.	.025	1.40	121.8	6386.	26.26
27761.50	-3.67	127.5	6950.	29.03	234.	.009	1.42	120.3	6187.	25.64
27762.50	-4.06	125.0	6737.	27.91	1693.	.061	1.72	117.9	5985.	24.60
27763.50	-3.53	122.9	6528.	26.98	1145.	.041	1.97	115.8	5790.	23.74
27764.50	-3.82	120.8	6322.	26.05	1377.	.050	2.23	113.7	5598.	22.89
27765.50	-3.82	118.5	6120.	25.10	1868.	.064	2.58	111.5	5409.	22.00
27766.50	-3.44	116.4	5922.	24.19	1505.	.051	2.90	109.3	5224.	21.16
27767.50	-3.63	114.3	5727.	23.33	1885.	.064	3.24	107.2	5042.	20.36
27768.50	-3.19	112.3	5535.	22.53	1457.	.048	3.53	105.3	4865.	19.63
27770.00	-3.70	109.3	5256.	21.35	2260.	.074	4.01	102.3	4604.	18.54
27771.00	-4.05	107.1	5073.	20.48	2811.	.092	4.46	100.1	4434.	17.74
27772.00	-3.34	104.8	4894.	19.61	2033.	.066	4.91	97.8	4267.	16.94
27773.00	-3.10	103.1	4719.	18.99	1855.	.059	5.21	96.1	4106.	16.37
27774.25	-3.11	100.6	4504.	18.06	1965.	.062	5.64	93.6	3908.	15.52
27775.25	-3.53	98.7	4335.	17.41	2548.	.083	6.03	91.8	3753.	14.93
27776.25	-3.33	96.6	4171.	16.68	2389.	.077	6.44	89.7	3601.	14.26
27777.25	-2.88	94.7	4010.	16.01	1912.	.062	6.79	87.8	3452.	13.64
27778.25	-3.72	93.3	3851.	15.54	3042.	.098	7.15	86.4	3309.	13.21
27779.25	-3.71	90.4	3697.	14.61	3157.	.099	7.71	83.6	3163.	12.37
27780.50	-2.73	88.3	3506.	13.94	2000.	.065	8.13	81.5	2991.	11.76
27781.50	-3.22	86.7	3360.	13.42	2675.	.086	8.48	79.9	2858.	11.29
27782.50	-3.35	84.5	3216.	12.75	2935.	.093	8.92	77.6	2725.	10.68
27783.50	-3.16	82.7	3074.	12.22	2754.	.087	9.29	75.9	2597.	10.20
27785.00	-3.10	79.6	2864.	11.32	2785.	.090	9.90	72.8	2409.	9.39
27786.00	-3.06	77.9	2730.	10.84	2796.	.092	10.26	71.1	2289.	8.95
27787.00	-3.06	76.1	2596.	10.35	2864.	.091	10.62	69.3	2173.	8.51
27788.00	-3.13	74.2	2474.	9.83	3030.	.095	11.01	67.4	2058.	8.05
27789.00	-2.92	72.5	2356.	9.39	2831.	.088	11.35	65.8	1947.	7.66
27790.00	-2.69	70.7	2235.	8.92	2584.	.082	11.69	64.0	1839.	7.24
27790.10	-2.59	70.7	2206.	8.92	2472.	.077	11.69	63.9	1815.	7.24

TEST NO. 11A MARK III ANTISKID/STANDARD TIRES/DRY RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
40000.LBS	40050.LBS	27.535 IN HG	5.5 C	10.4 KTS	218.0 DEG MAG

	--------------------	----TEST DAY----	----------	----------	----------	----------	----------->	----STANDARD	DAY----	
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
25147.10	-4.06	147.1	3113.	38.35	87.	.004	.00	137.8	2761.	33.64
25148.00	-8.97	143.7	2891.	36.59	6459.	.300	.90	134.4	2555.	31.99
25149.00	-10.62	137.5	2653.	33.52	8963.	.427	2.89	128.2	2331.	29.09
25150.00	-10.94	131.2	2427.	30.52	10022.	.423	5.03	121.8	2117.	26.28
25151.00	-11.31	124.2	2212.	27.36	11056.	.410	7.36	114.8	1911.	23.34
25152.00	-11.29	117.7	2007.	24.57	11334.	.432	9.50	108.3	1718.	20.75
25153.00	-11.04	110.8	1814.	21.76	11417.	.414	11.82	101.3	1536.	18.16
25154.00	-10.11	104.8	1632.	19.46	10539.	.383	13.73	95.2	1367.	16.04
25155.00	-10.69	98.7	1461.	17.26	11545.	.415	15.62	89.0	1208.	14.04
25156.00	-10.03	92.4	1300.	15.13	10985.	.396	17.41	82.7	1059.	12.11
25157.00	-10.24	86.5	1149.	13.26	11479.	.407	19.08	76.7	921.	10.43
25158.00	-10.32	80.3	1008.	11.43	11819.	.410	20.71	70.5	792.	8.80
25159.00	-10.03	74.3	877.	9.78	11651.	.411	22.21	64.4	675.	7.35
25160.00	-9.37	68.5	757.	8.32	11015.	.385	23.53	58.6	568.	6.09
25161.00	-9.08	63.0	646.	7.03	10807.	.379	24.73	53.0	470.	4.98
25162.00	-8.61	58.0	544.	5.97	10374.	.346	25.76	48.0	384.	4.09
25163.00	-8.77	52.6	451.	4.91	10697.	.362	26.74	42.6	305.	3.22
25164.00	-9.27	47.3	366.	3.97	11427.	.388	27.56	37.3	235.	2.46
25165.00	-8.77	41.9	291.	3.11	10898.	.380	28.47	31.8	175.	1.79
25166.00	-8.18	36.9	224.	2.42	10288.	.328	29.14	26.8	124.	1.27
25167.00	-7.39	32.1	166.	1.83	9343.	.318	29.68	22.0	82.	.85
25167.20	-6.51	31.1	155.	1.72	8266.	.278	29.58	20.9	75.	.78

TEST NO. 12A MARK III ANTISKID/STANDARD TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
40000.LBS	40350.LBS	27.555 IN HG	3.7 C	6.5 KTS	227.0 DEG MAG

	--------------------TEST DAY							----STANDARD DAY----		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
24739.55	-3.38	151.8	7509.	41.15	0.	0.000	0.00	146.5	6979.	38.00
24740.50	-3.95	149.6	7267.	39.98	0.	0.000	0.00	144.3	6746.	36.87
24741.50	-4.56	147.4	7017.	38.81	598.	.027	.04	142.1	6505.	35.74
24742.50	-4.41	144.3	6771.	37.21	641.	.028	.28	139.0	6266.	34.20
24743.50	-3.50	142.2	6529.	36.12	0.	0.000	.29	136.8	6034.	33.15
24744.50	-3.92	140.1	6290.	35.07	289.	.012	.31	134.7	5806.	32.14
24745.50	-4.12	137.7	6056.	33.85	776.	.032	.45	132.3	5581.	30.97
24746.50	-3.93	135.3	5826.	32.68	706.	.028	.61	129.8	5360.	29.85
24747.50	-3.33	133.2	5599.	31.70	46.	.002	.67	127.8	5144.	28.90
24748.50	-3.63	131.2	5376.	30.76	507.	.021	.74	125.8	4932.	28.01
24749.50	-4.18	128.8	5157.	29.65	1421.	.055	.98	123.4	4722.	26.95
24750.50	-4.24	126.1	4941.	28.42	1691.	.064	1.37	120.6	4516.	25.77
24751.50	-3.74	124.0	4730.	27.45	1192.	.044	1.63	118.4	4315.	24.84
24752.50	-4.10	121.7	4523.	26.45	1789.	.065	1.94	116.1	4118.	23.88
24753.50	-3.77	119.1	4320.	25.35	1539.	.056	2.31	113.6	3925.	22.84
24754.50	-3.75	117.2	4121.	24.52	1631.	.059	2.58	111.6	3737.	22.05
24755.50	-4.45	114.6	3925.	23.47	2673.	.096	3.05	109.0	3551.	21.04
24756.50	-4.81	112.0	3734.	22.39	3421.	.116	3.63	106.3	3369.	20.03
24757.50	-4.44	109.0	3547.	21.20	3143.	.104	4.27	103.3	3191.	18.90
24758.50	-4.06	106.7	3365.	20.35	2780.	.091	4.75	101.1	3019.	18.08
24759.50	-4.97	104.0	3187.	19.33	4036.	.133	5.38	98.3	2851.	17.12
24760.50	-4.41	101.1	3014.	18.28	3482.	.115	6.03	95.4	2687.	16.13
24761.50	-4.39	98.5	2845.	17.33	3592.	.117	6.62	92.8	2528.	15.24
24762.50	-4.44	96.2	2681.	16.52	3753.	.124	7.18	90.4	2374.	14.48
24763.50	-4.83	93.3	2521.	15.55	4383.	.142	7.85	87.5	2224.	13.57
24764.50	-4.56	90.5	2365.	14.63	4162.	.134	8.50	84.7	2078.	12.71
24765.50	-4.07	88.1	2216.	13.85	3636.	.118	9.06	82.2	1938.	11.98
24766.50	-5.17	85.4	2069.	13.02	5135.	.164	9.71	79.5	1801.	11.20
24767.50	-3.57	82.4	1928.	12.12	3260.	.102	10.31	76.5	1669.	10.37
24768.50	-4.70	80.7	1790.	11.62	4728.	.154	10.79	74.8	1544.	9.90
24769.50	-4.71	77.4	1657.	10.71	4857.	.158	11.48	71.5	1420.	9.06
24770.50	-4.39	74.8	1529.	10.00	4554.	.145	12.05	68.9	1302.	8.40
24771.50	-4.68	72.2	1404.	9.30	5018.	.157	12.65	66.2	1189.	7.77
24772.50	-4.38	69.5	1285.	8.62	4719.	.149	13.22	63.5	1080.	7.14
24773.50	-4.89	66.8	1170.	7.96	5442.	.176	13.80	60.8	975.	6.54
24774.50	-4.85	64.0	1059.	7.32	5484.	.174	14.38	58.0	876.	5.96
24775.50	-5.33	60.8	954.	6.61	6170.	.199	15.02	54.8	780.	5.31
24776.50	-3.33	58.4	854.	6.08	3745.	.116	15.47	52.3	692.	4.84
24777.50	-5.22	55.9	757.	5.57	6173.	.195	15.96	49.8	607.	4.39
24778.50	-5.41	52.6	666.	4.94	6488.	.208	16.55	46.5	526.	3.82
24779.50	-5.18	49.5	580.	4.37	6280.	.200	17.09	43.3	450.	3.33
24780.50	-5.48	46.3	499.	3.83	6726.	.212	17.61	40.2	380.	2.86
24781.50	-5.92	42.8	423.	3.28	7352.	.231	18.14	36.7	315.	2.38
24782.50	-4.83	39.8	354.	2.83	6031.	.195	18.58	33.6	257.	2.00
24783.50	-5.55	36.7	289.	2.40	7008.	.218	19.00	30.4	203.	1.64
24784.50	-5.97	33.3	230.	1.99	7573.	.245	19.42	27.1	155.	1.30
24785.50	-5.23	29.5	176.	1.56	6725.	.208	19.80	23.3	112.	.96
24786.50	-3.36	27.5	129.	1.35	4395.	.139	20.03	21.2	79.	.79
24787.50	-2.16	25.5	84.	1.16	2920.	.092	20.18	19.2	49.	.65
24787.60	-2.05	25.4	80.	1.16	2781.	.088	20.18	19.1	47.	.65

TEST NO. 12B   MARK III ANTISKID/STANDARD TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
36000.LBS	36050.LBS	27.565 IN HG	6.0 C	5.7 KTS	224.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
27277.10	-3.68	137.5	6202.	30.17	0.	0.000	0.00	132.8	5817.	28.12
27278.00	-4.22	135.2	5994.	29.18	540.	.025	.06	130.5	5615.	27.16
27279.00	-4.25	132.9	5768.	28.18	725.	.033	.20	128.2	5395.	26.19
27280.00	-3.78	130.4	5546.	27.13	342.	.016	.32	125.7	5179.	25.17
27281.00	-3.47	128.2	5328.	26.25	103.	.005	.36	123.5	4968.	24.31
27282.00	-4.13	126.2	5113.	25.40	991.	.044	.49	121.4	4761.	23.49
27283.00	-3.12	123.7	4903.	24.41	0.	0.000	.62	118.9	4558.	22.53
27284.00	-4.21	121.7	4695.	23.65	1348.	.059	.76	117.0	4358.	21.80
27285.00	-4.23	119.2	4492.	22.67	1537.	.065	1.08	114.4	4161.	20.85
27286.00	-3.91	116.8	4293.	21.78	1308.	.055	1.34	112.0	3970.	19.99
27287.00	-4.50	114.2	4097.	20.82	2129.	.089	1.71	109.4	3781.	19.06
27288.00	-3.15	112.1	3907.	20.05	753.	.031	1.93	107.2	3598.	18.32
27289.00	-4.00	109.9	3720.	19.27	1833.	.076	2.21	105.0	3419.	17.57
27290.00	-4.04	107.5	3536.	18.45	2044.	.081	2.56	102.6	3243.	16.78
27291.00	-4.68	104.9	3357.	17.56	2929.	.115	3.03	100.0	3070.	15.93
27292.00	-3.63	102.3	3182.	16.71	1933.	.073	3.45	97.4	2903.	15.12
27293.00	-4.55	100.2	3011.	16.01	3075.	.115	3.87	95.2	2740.	14.44
27294.00	-3.77	97.3	2845.	15.11	2331.	.089	4.35	92.3	2581.	13.58
27295.00	-4.71	95.1	2682.	14.45	3497.	.130	4.81	90.1	2426.	12.95
27296.00	-3.97	92.3	2524.	13.59	2796.	.105	5.33	87.2	2276.	12.13
27297.00	-4.75	89.9	2370.	12.89	3778.	.142	5.83	84.8	2129.	11.46
27298.00	-3.94	87.1	2221.	12.10	2984.	.110	6.34	82.0	1988.	10.72
27299.00	-4.55	84.8	2075.	11.48	3769.	.137	6.81	79.7	1851.	10.13
27300.00	-3.80	82.0	1935.	10.74	3024.	.112	7.30	76.9	1718.	9.43
27301.00	-4.41	79.9	1798.	10.20	3781.	.139	7.75	74.8	1591.	8.92
27302.00	-4.27	76.9	1666.	9.44	3738.	.137	8.29	71.8	1466.	8.21
27303.00	-4.54	74.6	1538.	8.88	4125.	.152	8.76	69.4	1347.	7.68
27304.00	-5.04	71.6	1414.	8.19	4789.	.178	9.34	66.4	1230.	7.04
27305.00	-4.74	68.8	1296.	7.55	4549.	.167	9.88	63.6	1120.	6.44
27306.00	-4.48	66.0	1182.	6.95	4335.	.161	10.38	60.8	1014.	5.89
27307.00	-4.77	63.3	1072.	6.40	4744.	.175	10.87	58.1	914.	5.38
27308.00	-4.63	60.4	968.	5.82	4666.	.173	11.37	55.1	817.	4.84
27309.00	-4.76	58.0	868.	5.36	4879.	.182	11.82	52.7	727.	4.42
27310.00	-4.88	54.7	773.	4.78	5110.	.185	12.32	49.4	640.	3.89
27311.00	-4.75	52.0	683.	4.31	5031.	.185	12.75	46.7	559.	3.47
27312.00	-5.30	49.1	597.	3.85	5714.	.210	13.21	43.8	482.	3.05
27313.00	-4.85	46.0	517.	3.37	5296.	.188	13.65	40.6	411.	2.62
27314.00	-5.24	43.2	442.	2.97	5789.	.206	14.05	37.8	345.	2.27
27315.00	-5.71	39.9	372.	2.54	6367.	.233	14.47	34.5	284.	1.90
27316.00	-5.27	36.4	307.	2.12	5934.	.220	14.87	31.0	228.	1.53
27317.00	-6.00	33.6	248.	1.80	6797.	.254	15.23	28.1	178.	1.26
27318.00	-6.23	29.4	195.	1.38	7134.	.256	15.61	23.9	133.	.91
27319.00	-5.85	26.2	148.	1.10	6745.	.246	15.90	20.7	96.	.68
27320.00	-6.68	22.2	107.	.79	7720.	.284	16.21	16.6	63.	.44
27321.00	-2.12	19.3	73.	.59	2649.	.096	16.35	13.7	39.	.30

TEST NO. 13A MARK III ANTISKID/STANDARD TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	42200.LBS	27.699 IN HG	4.0 C	1.6 KTS	240.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
24546.61	-4.04	143.1	7200.	38.23	184.	.007	.04	145.0	7545.	40.00
24548.25	-3.98	139.1	6808.	36.15	268.	.011	.17	140.9	7130.	37.79
24549.25	-3.64	137.1	6575.	35.13	0.	0.000	.17	138.9	6884.	36.71
24550.25	-4.09	134.6	6346.	33.87	762.	.031	.33	136.3	6641	35.38
24551.25	-3.06	132.6	6120.	32.83	0.	0.000	.36	134.2	6403.	34.28
24552.25	-3.85	130.7	5898.	31.91	739.	.028	.42	132.3	6169.	33.32
24553.25	-4.15	128.0	5580.	30.62	1349.	.050	.71	129.6	5938.	31.96
24554.25	-3.87	125.9	5465.	29.61	1127.	.041	.93	127.4	5711.	30.89
24555.25	-3.88	123.5	5255.	28.51	1286.	.046	1.20	125.0	5489.	29.73
24556.25	-3.87	121.3	5048.	27.48	1397.	.050	1.47	122.7	5271.	28.64
24557.25	-3.49	119.1	4845.	26.49	1045.	.037	1.71	120.4	5057.	27.59
24558.25	-3.92	116.9	4647.	25.55	1782.	.061	1.99	118.2	4847.	26.60
24559.25	-3.93	114.4	4451.	24.46	1954.	.067	2.39	115.6	4641.	25.45
24560.25	-3.57	112.4	4260.	23.59	1712.	.056	2.70	113.5	4440.	24.53
24561.25	-4.19	109.9	4072.	22.58	2704.	.086	3.15	111.0	4241.	23.47
24562.25	-4.12	107.6	3888.	21.64	2725.	.088	3.63	108.7	4048.	22.48
24563.25	-3.66	105.2	3709.	20.69	2236.	.073	4.09	106.2	3858.	21.47
24564.25	-3.17	103.4	3533.	19.97	1731.	.054	4.39	104.3	3674.	20.72
24565.25	-4.38	101.0	3360.	19.05	3433.	.109	4.90	101.9	3491.	19.75
24566.25	-4.15	98.7	3192.	18.19	3274.	.102	5.44	99.5	3315.	18.85
24567.25	-3.68	96.0	3028.	17.21	2791.	.087	5.96	96.8	3142.	17.82
24568.25	-3.82	94.0	2867.	16.49	3073.	.094	6.40	94.7	2973.	17.06
24569.25	-3.80	91.7	2710.	15.70	3161.	.095	6.88	92.3	2808.	16.23
24570.25	-3.63	89.4	2558.	14.94	3012.	.094	7.35	90.0	2648.	15.43
24571.25	-3.95	87.4	2409.	14.28	3529.	.109	7.80	88.0	2492.	14.74
24572.25	-4.19	84.8	2263.	13.44	3956.	.122	8.37	85.3	2339.	13.86
24573.25	-4.18	82.5	2122.	12.73	4044.	.124	8.91	83.0	2191.	13.10
24574.25	-3.95	80.1	1984.	11.99	3853.	.116	9.44	80.5	2047.	12.33
24575.25	-3.41	78.0	1851.	11.36	3229.	.097	9.89	78.3	1908.	11.67
24576.25	-4.26	75.6	1721.	10.68	4422.	.134	10.41	75.9	1772.	10.96
24577.25	-3.11	73.6	1596.	10.13	2981.	.091	10.83	73.9	1641.	10.38
24578.25	-4.78	70.9	1473.	9.40	5275.	.161	11.40	71.1	1513.	9.62
24579.25	-3.47	68.5	1356.	8.76	3642.	.111	11.91	68.6	1390.	8.95
24580.25	-4.24	66.3	1242.	8.22	4720.	.145	12.38	66.4	1271.	8.38
24581.25	-4.11	63.8	1132.	7.59	4641.	.141	12.90	63.7	1157.	7.73
24582.25	-4.34	61.5	1026.	7.06	5011.	.152	13.39	61.4	1047.	7.17
24583.25	-5.31	58.6	925.	6.41	6356.	.198	13.99	58.4	941.	6.50
24584.25	-4.53	55.6	829.	5.77	5416.	.169	14.55	55.3	841.	5.83
24585.25	-4.54	53.1	738.	5.27	5513.	.167	15.02	52.8	747.	5.32
24586.25	-4.89	49.8	650.	4.63	6057.	.185	15.56	49.4	656.	4.65
24587.25	-5.00	47.0	568.	4.12	6288.	.186	16.06	46.6	571.	4.13
24588.25	-5.01	44.0	491.	3.62	6355.	.194	16.54	43.5	491.	3.61
24589.25	-5.01	41.2	419.	3.17	6418.	.196	16.98	40.6	418.	3.14
24590.25	-5.28	38.3	352.	2.74	6838.	.207	17.41	37.7	349.	2.70
24591.25	-6.58	34.8	290.	2.26	8603.	.264	17.89	34.1	285.	2.21
24592.00	-5.91	31.7	248.	1.88	7780.	.239	18.13	30.9	242.	1.82

TEST NO. 138   MARK III ANTISKID/STANDARD TIRES, WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	37875.LBS	27.707 IN HG	7.0 C	3.0 KTS	217.0 DEG MAG

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TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
27002.32	-3.62	139.9	6655.	32.80	0.	0.000	0.00	138.4	6558.	32.22
27003.25	-3.97	138.1	6437.	31.98	0.	0.000	0.00	136.6	6340.	31.39
27004.25	-4.32	135.2	6206.	30.64	618.	.028	.18	133.7	6107.	30.05
27005.25	-3.62	133.2	5980.	29.76	0.	0.000	.19	131.7	5881.	29.16
27006.25	-3.99	130.7	5757.	28.62	542.	.024	.32	129.1	5657.	28.03
27007.25	-3.27	128.6	5539.	27.75	0.	0.000	.34	127.0	5438.	27.15
27008.25	-3.64	126.5	5323.	26.82	419.	.018	.40	124.8	5222.	26.22
27009.25	-3.72	124.5	5111.	26.00	627.	.027	.48	122.9	5011.	25.40
27010.25	-3.79	122.1	4903.	25.01	864.	.037	.66	120.5	4803.	24.41
27011.25	-4.03	120.0	4699.	24.13	1289.	.053	.87	118.3	4599.	23.52
27012.25	-3.74	117.4	4498.	23.13	1144.	.045	1.14	115.7	4399.	22.52
27013.25	-3.94	115.4	4302.	22.32	1465.	.059	1.37	113.6	4202.	21.72
27014.25	-4.20	112.8	4109.	21.34	1953.	.076	1.73	111.0	4010.	20.74
27015.25	-3.38	110.6	3921.	20.49	1122.	.044	1.99	108.8	3822.	19.90
27016.25	-4.29	108.6	3735.	19.79	2336.	.089	2.28	106.8	3638.	19.20
27017.25	-4.23	105.7	3555.	18.73	2439.	.093	2.77	103.8	3457.	18.14
27018.25	-3.35	103.8	3378.	18.06	1531.	.057	3.04	101.9	3282.	17.47
27019.25	-4.53	101.3	3205.	17.20	3089.	.111	3.49	99.4	3109.	16.62
27020.25	-3.99	98.7	3036.	16.34	2560.	.094	3.97	96.8	2941.	15.76
27021.25	-3.75	96.6	2871.	15.66	2396.	.086	4.35	94.7	2778.	15.08
27022.25	-4.13	94.1	2710.	14.86	2969.	.106	4.81	92.1	2618.	14.28
27023.25	-4.04	91.8	2553.	14.13	2979.	.106	5.26	89.8	2463.	13.56
27024.25	-4.58	89.3	2400.	13.36	3742.	.131	5.79	87.2	2311.	12.80
27025.25	-3.92	86.7	2252.	12.61	3086.	.106	6.29	84.6	2165.	12.05
27026.25	-4.35	84.3	2108.	11.91	3674.	.131	6.77	82.2	2022.	11.37
27027.25	-4.71	81.4	1967.	11.12	4227.	.147	7.36	79.3	1883.	10.58
27028.25	-4.02	79.2	1833.	10.52	3483.	.123	7.83	77.1	1750.	9.99
27029.25	-5.07	76.2	1701.	9.73	4842.	.170	8.42	74.0	1620.	9.21
27030.25	-4.38	73.5	1575.	9.05	4122.	.144	8.97	71.3	1496.	8.54
27031.25	-4.15	70.7	1453.	8.38	3962.	.136	9.48	68.5	1376.	7.88
27032.25	-4.26	68.8	1335.	7.94	4150.	.145	9.90	66.6	1262.	7.46
27033.25	-5.17	65.5	1222.	7.18	5330.	.186	10.50	63.2	1150.	6.71
27034.25	-4.16	63.0	1114.	6.65	4218.	.148	10.97	60.7	1044.	6.19
27035.25	-4.65	60.4	1010.	6.12	4885.	.167	11.44	58.1	943.	5.67
27036.25	-4.24	57.6	910.	5.56	4480.	.154	11.90	55.2	846.	5.13
27037.25	-5.69	55.0	815.	5.06	6266.	.213	12.42	52.5	754.	4.64
27038.25	-3.89	51.8	726.	4.50	4218.	.146	12.88	49.3	667.	4.10
27039.25	-5.21	49.2	640.	4.06	5844.	.200	13.31	46.8	585.	3.68
27040.25	-5.60	45.8	560.	3.52	6375.	.221	13.82	43.3	507.	3.16
27041.25	-5.44	42.5	486.	3.03	6264.	.216	14.29	40.0	436.	2.69
27042.25	-4.95	39.3	417.	2.58	5750.	.201	14.69	36.7	369.	2.26
27043.25	-6.26	36.2	352.	2.20	7364.	.250	15.11	33.6	308.	1.90
27044.25	-5.12	32.6	295.	1.79	6078.	.209	15.49	30.0	253.	1.51
27045.25	-5.68	29.5	242.	1.46	6785.	.236	15.82	26.8	204.	1.21
27046.25	-3.46	26.7	195.	1.19	4214.	.146	16.06	24.0	161.	.97
27046.87	-3.07	25.5	168.	1.09	3802.	.123	16.13	22.8	137.	.87

TEST NO. 13C   MARK III ANTISKID/STANDARD TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
34000.LBS	34400.LBS	27.710 IN HG	9.0 C	1.8 KTS	220.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
28983.39	-3.58	128.3	5391.	25.06	0.	0.000	0.00	126.5	5191.	24.08
28984.50	-3.95	125.8	5153.	24.09	312.	.016	.04	124.0	4959.	23.13
28985.50	-4.64	123.2	4943.	23.13	1216.	.061	.24	121.4	4754.	22.19
28986.50	-3.85	120.6	4738.	22.14	551.	.027	.44	118.8	4554.	21.24
28987.50	-3.24	118.5	4536.	21.37	0.	0.000	.49	116.7	4358.	20.48
28988.50	-3.81	116.6	4337.	20.69	778.	.037	.56	114.8	4165.	19.82
28989.50	-3.83	114.1	4143.	19.83	966.	.045	.77	112.3	3976.	18.98
28990.50	-4.13	111.8	3952.	19.02	1402.	.064	1.00	109.9	3790.	18.20
28991.50	-3.81	109.3	3766.	18.18	1217.	.054	1.27	107.5	3609.	17.38
28992.50	-3.90	107.1	3583.	17.48	1409.	.064	1.49	105.3	3432.	16.70
28993.50	-4.43	104.5	3404.	16.63	2105.	.117	1.84	102.7	3258.	15.88
28994.50	-4.96	101.9	3230.	15.80	2954.	.125	2.29	100.1	3089.	15.07
28995.50	-4.13	98.9	3061.	14.89	2246.	.093	2.75	97.1	2924.	14.18
28996.50	-3.99	96.7	2896.	14.24	2229.	.089	3.08	94.9	2764.	13.56
28997.50	-3.75	94.3	2735.	13.55	2083.	.082	3.43	92.5	2608.	12.88
28998.50	-5.06	91.9	2577.	12.87	3596.	.141	3.89	90.1	2455.	12.23
28999.50	-3.09	89.3	2425.	12.13	1610.	.063	4.27	87.4	2308.	11.51
29000.50	-4.17	87.2	2275.	11.59	2858.	.112	4.61	85.4	2164.	10.98
29001.50	-4.44	84.9	2130.	10.98	3229.	.130	5.04	83.1	2024.	10.40
29002.50	-4.92	81.9	1990.	10.22	3891.	.151	5.56	80.1	1887.	9.66
29003.50	-4.40	78.9	1854.	9.48	3444.	.137	6.07	77.1	1755.	8.95
29004.50	-4.67	76.8	1722.	8.98	3812.	.151	6.50	75.0	1629.	8.46
29005.50	-3.45	73.8	1596.	8.29	2627.	.102	6.94	72.0	1507.	7.80
29006.50	-4.75	72.0	1472.	7.90	4073.	.157	7.30	70.2	1389.	7.42
29007.50	-4.61	68.5	1354.	7.15	4050.	.157	7.84	66.7	1274.	6.70
29008.50	-4.17	66.6	1246.	6.75	3634.	.142	8.22	64.8	1165.	6.32
29009.50	-4.71	63.5	1131.	6.14	4318.	.168	8.69	61.7	1059.	5.73
29010.50	-4.43	60.8	1025.	5.64	4108.	.157	9.12	59.0	958.	5.25
29011.50	-3.89	58.6	925.	5.23	3599.	.137	9.48	56.8	863.	4.86
29012.50	-5.08	55.6	828.	4.70	4946.	.193	9.94	53.8	770.	4.35
29013.50	-4.57	53.1	737.	4.30	4470.	.172	10.33	51.3	683.	3.97
29014.50	-4.90	49.8	650.	3.77	4909.	.191	10.77	48.0	600.	3.46
29015.50	-5.37	47.2	567.	3.39	5473.	.212	11.17	45.4	521.	3.10
29016.50	-5.03	44.1	490.	2.96	5185.	.200	11.57	42.3	449.	2.69
29017.50	-4.94	40.9	418.	2.55	5163.	.197	11.95	39.1	381.	2.31
29018.50	-5.25	38.4	352.	2.24	5543.	.214	12.28	36.6	318.	2.01
29019.50	-6.61	34.2	290.	1.78	7074.	.274	12.69	32.4	259.	1.58
29020.50	-5.33	30.8	235.	1.44	5766.	.223	13.03	29.0	208.	1.27
29021.50	-2.11	28.3	186.	1.22	2384.	.088	13.21	26.5	163.	1.05
29021.64	-2.08	28.1	179.	1.21	2360.	.086	13.21	26.3	157.	1.04

TEST NO. 14A MARK III ANTISKID/STANDARD TIRES/DRY RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	43200.LBS	27.576 IN HG	4.0 C	1.1 KTS	137.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
23791.45	-7.07	143.6	2866.	39.46	4173.	.169	.05	145.0	2907.	40.02
23792.25	-10.00	139.4	2674.	37.16	8610.	.315	1.61	140.7	2712.	37.69
23793.25	-11.33	133.1	2444.	33.87	11039.	.391	3.94	134.3	2479.	34.35
23794.25	-11.11	126.0	2225.	30.37	11217.	.359	6.42	127.2	2257.	30.80
23795.25	-11.15	119.8	2018.	27.46	11612.	.389	8.70	121.0	2046.	27.85
23796.25	-11.11	112.9	1821.	24.40	11949.	.394	11.03	114.0	1847.	24.74
23797.25	-11.12	106.6	1636.	21.71	12312.	.400	13.23	107.5	1659.	22.01
23798.25	-10.85	99.9	1462.	19.09	12282.	.393	15.36	100.8	1482.	19.36
23799.25	-11.61	93.8	1299.	16.81	13580.	.445	17.35	94.6	1317.	17.04
23800.25	-12.38	86.0	1145.	14.14	14968.	.477	19.60	86.8	1160.	14.33
23802.25	-10.02	76.0	868.	11.04	12217.	.377	22.47	76.7	879.	11.19
23803.25	-9.69	70.4	745.	9.49	11973.	.369	23.94	71.1	754.	9.61
23804.25	-10.20	64.3	631.	7.91	12870.	.393	25.34	64.9	639.	8.01
23805.25	-9.95	58.2	527.	6.49	12716.	.393	26.65	58.7	534.	6.57
23806.25	-8.89	53.1	434.	5.38	11436.	.356	27.71	53.5	440.	5.45
23807.25	-9.35	47.1	350.	4.25	12202.	.387	28.72	47.5	354.	4.30
23808.25	-9.14	41.9	274.	3.36	12051.	.375	29.60	42.2	277.	3.40
23809.25	-6.93	36.7	208.	2.58	9188.	.289	30.28	37.0	210.	2.61
23810.25	-3.55	33.6	149.	2.16	4749.	.138	30.59	33.8	151.	2.18

TEST NO. 15A MARK III ANTISKID/STANDARD TIRES/DRY RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	38875.LBS	27.616 IN HG	10.0 C	1.5 KTS	300.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
28256.21	-5.59	138.9	2824.	33.19	1941.	.087	.02	137.3	2699.	31.71
28257.00	-7.07	135.7	2641.	31.69	3996.	.176	.76	134.1	2523.	30.27
28258.00	-8.18	131.3	2415.	29.67	5853.	.220	1.90	129.8	2307.	28.34
28259.00	-9.64	126.0	2198.	27.31	7902.	.301	3.45	124.5	2099.	26.08
28260.00	-10.60	119.9	1990.	24.74	9526.	.364	5.28	118.5	1900.	23.62
28261.00	-11.70	113.4	1793.	22.11	11239.	.414	7.34	112.0	1712.	21.10
28262.00	-11.38	106.4	1608.	19.49	11204.	.415	9.40	105.1	1534.	18.59
28263.00	-11.44	99.6	1434.	17.08	11622.	.419	11.36	98.4	1368.	16.29
28264.00	-11.06	93.0	1271.	14.88	11467.	.413	13.20	91.8	1212.	14.18
28265.00	-11.27	86.4	1119.	12.86	12010.	.423	14.93	85.3	1067.	12.25
28266.00	-11.47	79.6	979.	10.91	12514.	.448	16.63	78.6	933.	10.39
28267.00	-9.47	73.5	851.	9.29	10333.	.366	18.04	72.5	810.	8.83
28268.00	-9.65	67.9	732.	7.94	10734.	.384	19.26	67.0	696.	7.55
28269.00	-9.98	62.0	622.	6.60	11353.	.381	20.47	61.1	591.	6.27
28270.00	-9.34	55.8	522.	5.36	10743.	.377	21.57	55.0	495.	5.08
28271.00	-7.85	51.4	432.	4.54	9072.	.310	22.39	50.6	410.	4.30
28272.00	-9.66	45.9	349.	3.63	11386.	.396	23.24	45.2	331.	3.43
28273.00	-9.18	40.4	276.	2.81	10929.	.382	24.02	39.7	261.	2.65
28274.00	-7.21	35.3	213.	2.14	8664.	.294	24.62	34.6	201.	2.02
28274.75	-4.19	32.7	170.	1.84	5048.	.177	24.82	32.1	160.	1.73

TEST NO. 158 MARK III ANTISKID/STANDARD TIRES/DRY RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
34000.LBS	34450.LBS	27.618 IN HG	10.0 C	3.9 KTS	90.0 DEG MAG

	----------TEST DAY----------							----STANDARD DAY----		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
30558.15	-5.97	126.5	2529.	24.41	2178.	.117	.05	128.6	2572.	24.90
30559.00	-7.61	122.8	2350.	23.00	4251.	.226	.78	124.9	2392.	23.49
30560.00	-7.69	118.3	2146.	21.34	4765.	.215	1.71	120.4	2188.	21.83
30561.00	-8.66	113.5	1951.	19.64	6061.	.285	2.79	115.6	1992.	20.13
30562.00	-8.77	108.3	1764.	17.88	6579.	.278	3.97	110.5	1805.	18.36
30563.00	-9.98	102.8	1585.	16.11	8157.	.347	5.29	105.0	1626.	16.59
30564.00	-10.55	96.6	1417.	14.24	9076.	.388	6.75	98.8	1458.	14.71
30565.00	-11.53	90.2	1259.	12.42	10423.	.443	8.28	92.5	1300.	12.88
30566.00	-11.63	83.0	1113.	10.52	10831.	.472	9.84	85.3	1154.	10.96
30567.00	-11.09	76.4	978.	8.91	10543.	.433	11.24	78.7	1020.	9.33
30568.00	-11.39	69.7	855.	7.42	11101.	.469	12.55	72.1	896.	7.82
30569.00	-8.87	63.2	743.	6.09	8639.	.353	13.65	65.6	784.	6.47
30570.00	-4.54	59.8	640.	5.46	4172.	.147	14.20	62.2	679.	5.82
30571.00	-7.66	56.6	541.	4.89	7554.	.307	14.78	59.0	575.	5.24
30572.00	-8.97	51.0	450.	3.97	9100.	.383	15.58	53.5	484.	4.30
30573.00	-8.06	46.2	368.	3.26	8274.	.328	16.26	48.7	400.	3.56
30574.00	-7.66	41.3	294.	2.61	7960.	.320	16.85	43.8	323.	2.89
30574.85	-4.60	38.0	238.	2.21	4769.	.186	17.11	40.5	263.	2.47

TEST NO. 17A MARK III ANTISKID/BFG TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
40000.LBS	40350.LBS	27.765 IN HG	11.0 C	3.9 KTS	15.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
23394.36	-3.48	127.5	5637.	29.02	247.	.008	.01	130.8	5858.	30.28
23395.25	-3.43	125.6	5447.	28.16	247.	.009	.07	128.9	5665.	29.41
23396.25	-4.20	123.3	5236.	27.14	1326.	.049	.28	126.6	5451.	28.37
23397.25	-3.81	121.1	5031.	26.18	984.	.037	.49	124.4	5241.	27.39
23398.25	-3.95	118.4	4828.	25.06	1313.	.048	.78	121.8	5036.	26.25
23399.25	-3.52	116.2	4630.	24.10	945.	.034	1.02	119.5	4834.	25.28
23400.25	-3.14	114.3	4435.	23.34	573.	.020	1.13	117.6	4635.	24.50
23401.25	-4.08	112.2	4243.	22.47	1874.	.065	1.41	115.5	4439.	23.62
23402.25	-3.68	109.9	4056.	21.57	1510.	.053	1.72	113.2	4248.	22.69
23403.25	-3.36	107.8	3872.	20.77	1225.	.042	1.95	111.2	4060.	21.88
23404.25	-4.16	105.9	3692.	20.01	2339.	.081	2.26	109.2	3875.	21.11
23405.25	-3.72	103.1	3516.	18.99	1957.	.067	2.68	106.4	3696.	20.06
23406.25	-3.90	101.1	3343.	18.26	2288.	.078	3.00	104.4	3519.	19.31
23407.25	-3.98	98.7	3175.	17.41	2515.	.085	3.42	102.1	3346.	18.45
23408.25	-3.85	96.6	3010.	16.66	2493.	.083	3.80	99.9	3177.	17.68
23409.25	-3.93	94.1	2849.	15.81	2800.	.090	4.26	97.4	3013.	16.81
23410.25	-3.77	91.9	2692.	15.09	2710.	.086	4.66	95.3	2851.	16.07
23411.25	-4.58	89.4	2539.	14.28	3844.	.123	5.19	92.8	2693.	15.24
23412.25	-3.57	87.0	2390.	13.51	2692.	.085	5.66	90.3	2541.	14.45
23413.25	-4.40	85.0	2245.	12.89	3823.	.121	6.10	88.3	2391.	13.81
23414.25	-4.13	82.1	2105.	12.03	3610.	.115	6.66	85.4	2247.	12.92
23415.25	-4.46	79.6	1968.	11.33	4125.	.130	7.17	83.0	2105.	12.20
23416.25	-3.64	77.1	1836.	10.61	3197.	.101	7.66	80.4	1969.	11.45
23417.25	-3.75	75.0	1707.	10.06	3403.	.109	8.06	78.4	1835.	10.89
23418.25	-4.78	72.6	1582.	9.41	4798.	.153	8.59	75.9	1705.	10.21
23419.25	-3.25	70.1	1463.	8.78	2976.	.093	9.03	73.5	1581.	9.56
23420.25	-3.39	68.0	1345.	8.27	3206.	.104	9.41	71.4	1458.	9.03
23421.25	-5.39	66.3	1232.	7.84	5791.	.185	9.88	69.6	1339.	8.58
23422.25	-5.11	61.8	1125.	6.82	5591.	.178	10.61	65.1	1230.	7.52
23423.25	-3.43	59.9	1021.	6.40	3548.	.111	10.99	63.2	1121.	7.08
23424.25	-4.72	57.5	922.	5.90	5243.	.164	11.45	60.9	1016.	6.56
23425.25	-4.73	54.7	828.	5.34	5335.	.168	11.94	58.1	917.	5.97
23426.25	-4.46	51.8	738.	4.80	5089.	.157	12.41	55.2	823.	5.40
23427.25	-4.28	49.4	653.	4.36	4916.	.155	12.81	52.8	732.	4.94
23428.25	-5.13	46.5	571.	3.86	6069.	.188	13.27	49.9	645.	4.41
23429.25	-5.15	43.5	496.	3.38	6164.	.193	13.73	46.9	564.	3.89
23430.25	-5.11	40.5	425.	2.92	6179.	.197	14.16	43.9	489.	3.41
23431.25	-5.95	37.1	359.	2.46	7313.	.230	14.60	40.5	418.	2.90
23432.25	-5.01	34.0	299.	2.06	6192.	.198	14.99	37.4	354.	2.47
23433.25	-5.44	31.0	245.	1.72	6789.	.216	15.33	34.5	294.	2.10
23434.25	-5.50	27.3	195.	1.33	6936.	.219	15.68	30.7	241.	1.67
23434.86	-3.62	25.6	168.	1.17	4602.	.147	15.77	29.0	210.	1.49

TEST NO. 178 MARK III ANTISKID/BFG TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
36000.LBS	36200.LBS	27.775 IN HG	12.0 C	3.9 KTS	3.0 DEG MAG

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TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
25866.60	-3.73	126.6	5596.	25.69	60.	.003	.00	129.5	5798.	26.71
25867.50	-4.67	124.1	5405.	24.69	1339.	.055	.24	127.0	5605.	25.70
25868.50	-2.96	121.9	5198.	23.81	0.	0.000	.31	124.8	5395.	24.81
25869.50	-3.89	119.8	4993.	23.01	731.	.030	.39	122.7	5186.	23.99
25870.50	-3.24	117.8	4793.	22.25	103.	.004	.45	120.7	4982.	23.22
25871.50	-3.88	115.4	4596.	21.35	983.	.039	.61	118.3	4782.	22.30
25872.50	-2.98	113.8	4402.	20.74	69.	.003	.65	116.6	4584.	21.67
25873.50	-3.98	111.4	4212.	19.89	1337.	.053	.86	114.3	4390.	20.81
25874.50	-3.34	109.5	4026.	19.22	733.	.030	1.00	112.4	4200.	20.13
25875.50	-3.42	107.2	3843.	18.40	957.	.038	1.20	110.0	4013.	19.29
25876.50	-3.75	105.3	3663.	17.75	1438.	.056	1.41	108.1	3829.	18.64
25877.50	-3.31	103.1	3488.	17.05	1045.	.041	1.62	106.0	3650.	17.91
25878.50	-3.68	100.9	3315.	16.32	1575.	.061	1.87	103.8	3473.	17.17
25879.50	-3.87	99.0	3147.	15.69	1895.	.076	2.14	101.8	3300.	16.53
25880.50	-3.95	96.5	2982.	14.92	2192.	.083	2.50	99.4	3131.	15.74
25881.50	-3.69	94.2	2821.	14.22	2043.	.075	2.85	97.1	2967.	15.02
25882.50	-4.18	92.1	2665.	13.60	2705.	.098	3.21	95.0	2805.	14.38
25883.50	-3.93	89.2	2512.	12.74	2562.	.093	3.66	92.1	2649.	13.51
25884.50	-4.31	87.1	2362.	12.15	3075.	.113	4.05	90.0	2495.	12.90
25885.50	-4.85	84.2	2217.	11.36	3819.	.138	4.59	87.1	2347.	12.09
25886.50	-4.23	81.5	2076.	10.64	3239.	.118	5.07	84.4	2204.	11.35
25887.50	-4.33	79.0	1943.	10.00	3455.	.125	5.52	81.9	2065.	10.69
25888.50	-4.16	76.4	1811.	9.35	3372.	.121	5.98	79.3	1930.	10.02
25889.50	-3.85	74.0	1685.	8.77	3128.	.109	6.39	76.9	1799.	9.42
25890.50	-4.24	71.6	1561.	8.22	3648.	.129	6.81	74.5	1671.	8.85
25891.50	-4.29	69.1	1443.	7.65	3793.	.135	7.25	72.0	1548.	8.26
25892.50	-3.97	66.6	1328.	7.10	3524.	.124	7.68	69.5	1430.	7.69
25893.50	-3.97	64.4	1218.	6.64	3591.	.128	8.05	67.3	1315.	7.22
25894.50	-4.01	61.8	1111.	6.13	3713.	.135	8.45	64.8	1204.	6.68
25895.50	-3.94	59.5	1009.	5.67	3715.	.133	8.83	62.4	1096.	6.20
25896.50	-4.87	57.1	910.	5.23	4824.	.176	9.24	60.0	993.	5.74
25897.50	-5.40	53.8	816.	4.63	5517.	.203	9.75	56.7	896.	5.12
25898.50	-5.16	50.9	729.	4.15	5332.	.192	10.20	53.9	804.	4.62
25899.50	-4.99	47.5	646.	3.62	5233.	.189	10.65	50.5	717.	4.06
25900.50	-4.81	44.8	567.	3.22	5102.	.182	11.04	47.8	634.	3.64
25901.50	-4.54	42.1	494.	2.84	4868.	.172	11.39	45.1	557.	3.24
25902.50	-5.58	39.2	425.	2.46	6107.	.214	11.77	42.1	484.	2.83
25903.50	-4.40	35.8	362.	2.05	4849.	.172	12.11	38.7	417.	2.39
25904.50	-5.31	33.4	303.	1.79	5925.	.208	12.41	36.4	352.	2.11
25905.50	-5.60	30.2	249.	1.46	6312.	.221	12.73	33.2	295.	1.75
25906.50	-5.20	26.8	202.	1.15	5912.	.211	13.02	29.8	244.	1.42
25907.50	-3.40	24.1	159.	.93	3932.	.140	13.20	27.1	196.	1.17
25907.60	-3.16	23.9	155.	.92	3666.	.130	13.20	26.9	191.	1.15

TEST NO. 18A MARK III ANTISKID/BFG TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	42850.LBS	27.804 IN HG	15.8 C	9.6 KTS	75.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
31980.95	-4.47	139.1	6269.	36.68	320.	.014	.00	146.8	6951.	41.02
31981.75	-4.38	136.6	6083.	35.39	336.	.015	.17	144.3	6757.	39.65
31982.75	-3.82	134.6	5854.	34.36	0.	0.000	.17	142.3	6513.	38.56
31983.75	-4.30	131.8	5530.	32.96	573.	.025	.29	139.6	6277.	37.08
31984.75	-3.74	129.6	5409.	31.84	234.	.009	.37	137.3	6042.	35.89
31985.75	-4.02	127.3	5192.	30.73	821.	.030	.48	135.0	5811.	34.72
31986.75	-4.19	124.8	4979.	29.57	1140.	.043	.69	132.6	5585.	33.48
31987.75	-4.05	122.4	4770.	28.41	1115.	.041	.92	130.1	5362.	32.24
31988.75	-4.51	120.1	4566.	27.38	1851.	.069	1.19	127.9	5144.	31.14
31989.75	-4.11	117.4	4366.	26.13	1559.	.055	1.54	125.2	4932.	29.82
31990.75	-4.11	114.9	4169.	25.05	1732.	.060	1.87	122.7	4722.	28.66
31991.75	-4.02	113.0	3978.	24.20	1639.	.058	2.11	120.8	4514.	27.76
31992.75	-4.04	110.0	3790.	22.96	1935.	.065	2.53	117.8	4315.	26.43
31993.75	-4.28	108.0	3605.	22.12	2375.	.082	2.86	115.8	4115.	25.52
31994.75	-4.27	105.0	3426.	20.91	2651.	.086	3.39	112.8	3925.	24.22
31995.75	-4.26	102.9	3250.	20.07	2762.	.088	3.80	110.7	3734.	23.32
31996.75	-3.76	100.1	3079.	19.00	2256.	.073	4.28	107.9	3551.	22.17
31997.75	-4.06	98.1	2911.	18.27	2795.	.087	4.65	106.0	3367.	21.38
31998.75	-4.64	95.5	2748.	17.29	3736.	.115	5.22	103.3	3191.	20.32
31999.75	-4.02	92.6	2589.	16.28	3052.	.094	5.77	100.5	3019.	19.22
32000.75	-3.96	90.6	2434.	15.56	3094.	.094	6.20	98.4	2849.	18.44
32001.75	-4.96	88.0	2284.	14.69	4552.	.139	6.79	95.9	2684.	17.49
32002.75	-4.12	85.0	2138.	13.71	3590.	.107	7.39	92.9	2527.	16.43
32003.75	-4.23	82.8	1996.	12.99	3830.	.116	7.89	90.6	2369.	15.64
32004.75	-4.25	80.1	1859.	12.18	3976.	.119	8.44	88.0	2218.	14.75
32005.75	-3.94	77.8	1726.	11.48	3688.	.109	8.94	85.7	2070.	13.97
32006.75	-4.70	75.3	1596.	10.76	4788.	.143	9.48	83.2	1926.	13.19
32007.75	-4.96	72.3	1471.	9.91	5254.	.157	10.13	80.2	1789.	12.24
32008.75	-4.49	69.5	1352.	9.17	4746.	.138	10.71	77.5	1655.	11.42
32009.75	-3.98	67.0	1237.	8.52	4167.	.120	11.21	74.9	1525.	10.69
32010.75	-4.72	64.7	1125.	7.93	5229.	.153	11.72	72.6	1398.	10.03
32011.75	-4.85	61.6	1019.	7.20	5496.	.165	12.30	69.6	1279.	9.21
32012.75	-4.15	59.1	917.	6.62	4651.	.138	12.79	67.0	1162.	8.55
32013.75	-5.44	56.4	819.	6.04	6450.	.193	13.33	64.4	1049.	7.89
32014.75	-5.25	52.8	728.	5.29	6321.	.186	13.96	60.8	946.	7.03
32015.75	-4.17	50.2	641.	4.78	4956.	.147	14.41	58.2	845.	6.44
32016.75	-4.60	47.5	558.	4.27	5609.	.165	14.85	55.4	746.	5.85
32017.75	-6.19	44.6	480.	3.78	7798.	.232	15.37	52.6	653.	5.27
32018.75	-5.37	40.5	408.	3.11	6817.	.200	15.92	48.5	572.	4.48
32019.75	-4.18	38.4	342.	2.79	5282.	.157	16.26	46.4	487.	4.09
32020.75	-6.02	34.9	280.	2.31	7819.	.228	16.69	42.9	411.	3.51
32021.75	-5.51	31.7	223.	1.91	7206.	.212	17.09	39.7	340.	3.00
32022.75	-6.44	28.1	173.	1.50	8510.	.253	17.49	36.1	276.	2.49
32023.75	-3.04	24.9	128.	1.18	4046.	.119	17.71	33.0	216.	2.07

TEST NO. 188 MARK III ANTISKID/BFG TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	37875.LBS	27.809 IN HG	16.2 C	6.5 KTS	72.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	OBR	EBR	KTAS	DIST	KE
34456.18	-4.49	132.0	5592.	29.23	285.	.015	.00	137.2	6132.	31.68
34457.00	-3.64	130.1	5511.	28.37	0.	0.000	.02	135.3	5943.	30.80
34458.00	-4.11	127.9	5294.	27.44	356.	.017	.04	133.2	5716.	29.83
34459.00	-4.30	125.1	5080.	26.23	835.	.037	.25	130.3	5495.	28.56
34460.00	-4.01	122.8	4870.	25.29	583.	.026	.36	128.0	5276.	27.58
34461.00	-3.84	120.4	4665.	24.30	604.	.026	.50	125.6	5062.	26.55
34462.00	-3.05	118.5	4463.	23.56	0.	0.000	.52	123.8	4850.	25.78
34463.00	-4.07	116.5	4265.	22.74	1151.	.047	.64	121.7	4641.	24.92
34464.00	-4.02	114.1	4071.	21.84	1197.	.049	.86	119.4	4437.	23.98
34465.00	-4.21	111.4	3880.	20.81	1555.	.064	1.17	116.7	4239.	22.90
34466.00	-4.16	109.3	3694.	20.02	1647.	.066	1.40	114.6	4042.	22.08
34467.00	-4.42	106.4	3511.	18.96	2128.	.084	1.82	111.6	3852.	20.97
34468.00	-3.76	104.6	3334.	18.34	1497.	.056	2.04	109.9	3664.	20.32
34469.00	-4.43	101.6	3160.	17.31	2465.	.092	2.47	106.9	3482.	19.23
34470.00	-4.07	99.2	2990.	16.49	2198.	.081	2.83	104.5	3303.	18.37
34471.00	-4.54	96.8	2825.	15.70	2898.	.105	3.26	102.1	3128.	17.53
34472.00	-3.97	94.1	2664.	14.84	2379.	.084	3.69	99.4	2959.	16.63
34473.00	-4.68	91.8	2507.	14.14	3363.	.118	4.10	97.2	2791.	15.88
34474.00	-4.92	88.6	2355.	13.17	3836.	.131	4.70	94.0	2632.	14.86
34475.00	-4.65	86.1	2207.	12.42	3648.	.124	5.21	91.4	2475.	14.06
34476.00	-4.45	83.2	2064.	11.60	3533.	.120	5.74	88.6	2324.	13.19
34477.00	-4.72	80.6	1926.	10.88	3987.	.134	6.26	85.9	2177.	12.42
34478.00	-4.12	77.8	1793.	10.15	3392.	.114	6.76	83.2	2036.	11.65
34479.00	-5.14	75.1	1664.	9.46	4694.	.160	7.29	80.5	1897.	10.91
34480.00	-4.74	71.9	1539.	8.67	4354.	.147	7.88	77.3	1765.	10.06
34481.00	-4.03	69.5	1420.	8.11	3610.	.121	8.32	75.0	1636.	9.45
34482.00	-3.54	67.2	1305.	7.58	3112.	.105	8.70	72.7	1511.	8.88
34483.00	-4.52	64.9	1193.	7.06	4335.	.150	9.12	70.3	1388.	8.32
34484.00	-4.42	62.2	1066.	6.48	4317.	.146	9.60	67.6	1272.	7.69
34485.00	-4.52	59.5	983.	5.93	4524.	.152	10.06	64.9	1160.	7.09
34486.00	-4.28	57.0	885.	5.44	4315.	.147	10.48	62.4	1052.	6.56
34487.00	-5.05	54.0	791.	4.88	5309.	.182	10.96	59.4	949.	5.94
34488.00	-4.10	51.3	702.	4.41	4274.	.146	11.37	56.8	850.	5.42
34489.00	-4.67	48.6	618.	3.99	5020.	.169	11.76	54.3	755.	4.95
34490.00	-5.12	45.8	538.	3.52	5626.	.192	12.19	51.3	666.	4.43
34491.00	-4.88	42.8	463.	3.07	5415.	.185	12.60	48.3	581.	3.93
34492.00	-5.44	39.9	393.	2.66	6144.	.211	13.00	45.4	502.	3.46
34493.00	-5.28	36.4	329.	2.23	6046.	.202	13.39	42.0	429.	2.96
34494.00	-4.99	33.5	270.	1.88	5760.	.196	13.73	39.1	360.	2.57
34495.00	-5.57	30.5	216.	1.56	6501.	.222	14.05	36.0	295.	2.18
34496.00	-6.30	26.9	168.	1.22	7421.	.257	14.39	32.5	238.	1.78
34497.00	-3.49	23.4	125.	.92	4176.	.143	14.61	29.0	186.	1.42
34497.11	-3.10	23.2	121.	.91	3726.	.126	14.61	28.8	181.	1.40

TEST NO. 18C MARK III ANTISKID/BFG TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
34000.LBS	34550.LBS	27.810 IN HG	16.5 C	9.6 KTS	50.0 DEG MAG

	---------------------	TEST DAY	---------------------					----STANDARD	DAY----	
TOD	ACCEL	GND-SPD	DIST	KE	FBR	DHR	EBR	KTAS	DIST	KE
36089.34	-3.90	108.1	3583.	17.86	823.	.038	-.01	116.0	4012.	20.25
36090.00	-3.98	106.3	3463.	17.28	1061.	.046	.16	114.3	3988.	19.65
36091.00	-3.02	104.4	3266.	16.66	115.	.005	.23	112.4	3699.	19.00
36092.00	-3.84	102.4	3111.	16.05	1097.	.048	.34	110.5	3512.	18.36
36093.00	-4.42	99.9	2940.	15.28	1854.	.060	.63	108.0	3332.	17.55
36094.00	-3.92	97.4	2774.	14.50	1468.	.064	.90	105.4	3157.	16.74
36095.00	-4.74	94.9	2611.	13.77	2497.	.107	1.23	103.0	2985.	15.97
36096.00	-5.13	91.9	2453.	12.93	3126.	.128	1.69	100.1	2820.	15.08
36097.00	-4.26	89.0	2301.	12.12	2368.	.095	2.11	97.2	2660.	14.23
36098.00	-4.83	86.5	2152.	11.45	3114.	.123	2.50	94.8	2501.	13.51
36099.00	-4.50	83.5	2009.	10.66	2913.	.113	2.96	91.8	2350.	12.68
36100.00	-4.07	81.1	1870.	10.07	2570.	.100	3.31	89.4	2200.	12.04
36101.00	-4.61	78.5	1735.	9.42	3263.	.125	3.72	86.8	2054.	11.35
36102.00	-4.30	75.9	1606.	8.80	3041.	.117	4.12	84.2	1914.	10.68
36103.00	-5.03	73.0	1479.	8.15	3972.	.149	4.58	81.4	1778.	9.98
36104.00	-5.07	70.1	1359.	7.51	4126.	.159	5.06	78.5	1647.	9.28
36105.00	-4.58	67.2	1243.	6.90	3724.	.140	5.51	75.7	1521.	8.62
36106.00	-4.64	64.5	1132.	6.35	3881.	.147	5.93	73.0	1399.	8.02
36107.00	-4.43	61.8	1025.	5.85	3747.	.142	6.32	70.4	1280.	7.46
36108.00	-5.51	59.0	923.	5.32	5010.	.187	6.77	67.6	1166.	6.87
36109.00	-4.96	55.7	826.	4.75	4531.	.169	7.23	64.4	1060.	6.23
36110.00	-4.81	52.9	734.	4.28	4454.	.167	7.63	61.6	955.	5.71
36111.00	-5.37	50.1	648.	3.84	5146.	.191	8.05	58.8	856.	5.20
36112.00	-5.20	46.5	566.	3.31	5063.	.192	8.47	55.3	765.	4.60
36113.00	-5.09	43.8	489.	2.93	5015.	.192	8.84	52.6	675.	4.16
36114.00	-5.27	40.6	418.	2.53	5287.	.204	9.20	49.5	592.	3.69
36115.00	-5.47	37.4	352.	2.14	5593.	.210	9.55	46.3	513.	3.23
36116.00	-5.78	34.2	292.	1.79	5999.	.226	9.90	43.1	440.	2.80
36117.00	-5.42	30.9	237.	1.46	5680.	.217	10.20	39.9	373.	2.39
36118.00	-5.93	27.5	189.	1.16	6299.	.239	10.49	36.5	312.	2.01
36119.00	-5.44	24.1	144.	.89	5839.	.221	10.75	33.2	256.	1.66
36120.00	-4.23	20.9	106.	.67	4606.	.170	10.95	30.0	203.	1.35
36120.34	-2.95	20.1	95.	.62	3244.	.120	10.96	29.2	186.	1.29

TEST NO. 19A MARK II ANTISKID/STANDARD TIRES/DRY RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
40000.LBS	40800.LBS	27.500 IN HG	15.8 C	4.3 KTS	237.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
23465.08	-5.51	140.7	2930.	35.73	2468.	.095	.10	133.8	2612.	31.70
23466.00	-8.05	136.9	2714.	33.87	5981.	.231	1.10	130.2	2415.	30.00
23467.00	-9.50	131.7	2487.	31.34	8399.	.296	2.80	125.1	2208.	27.69
23468.00	-10.32	125.9	2269.	28.64	9770.	.345	4.79	119.4	2009.	25.23
23469.00	-10.82	119.5	2062.	25.79	10747.	.375	6.95	113.1	1820.	22.63
23470.00	-9.55	113.3	1866.	23.21	9466.	.330	8.90	107.0	1641.	20.29
23471.00	-9.51	107.9	1679.	21.01	9687.	.336	10.65	101.7	1471.	18.30
23472.00	-10.23	101.8	1502.	18.72	10879.	.371	12.50	95.7	1310.	16.22
23473.00	-10.27	95.8	1335.	16.59	11206.	.382	14.32	89.9	1159.	14.30
23474.00	-9.53	89.8	1179.	14.58	10514.	.361	16.00	84.0	1017.	12.49
23475.00	-9.94	84.3	1032.	12.85	11249.	.384	17.56	78.6	885.	10.94
23476.00	-9.83	78.1	895.	11.03	11339.	.389	19.12	72.5	762.	9.31
23477.00	-9.35	72.7	767.	9.53	10942.	.352	20.48	67.1	648.	7.98
23478.00	-9.65	67.0	649.	8.10	11502.	.373	21.79	61.6	543.	6.71
23479.00	-9.74	61.3	541.	6.79	11770.	.392	23.02	56.0	448.	5.56
23480.00	-9.73	55.6	443.	5.58	11909.	.396	24.15	50.4	361.	4.50
23481.00	-9.99	49.5	354.	4.43	12388.	.414	25.23	44.4	283.	3.50
23482.00	-7.46	44.3	276.	3.54	9287.	.316	26.03	39.3	216.	2.74
23483.00	-6.59	40.0	204.	2.89	8288.	.270	26.65	35.1	157.	2.18
23483.53	-4.82	38.1	170.	2.62	6081.	.198	26.78	33.3	129.	1.96

TEST NO. 21A MARK III ANTISKID/USAF TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
40000.LBS	39800.LBS	27.649 IN HG	6.6 C	1.1 KTS	315.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
24615.06	-3.63	145.5	7189.	37.29	0.	0.000	0.00	147.2	7396.	38.37
24616.00	-3.78	143.6	6960.	36.35	0.	0.000	0.00	145.3	7161.	37.40
24617.00	-5.16	140.8	6719.	34.94	1345.	.058	.19	142.5	6914.	35.95
24618.00	-3.63	138.2	6484.	33.65	0.	0.000	.28	139.8	6671.	34.63
24619.00	-3.90	136.1	6252.	32.66	151.	.006	.29	137.8	6433.	33.60
24620.00	-3.76	133.9	6025.	31.60	83.	.003	.30	135.5	6199.	32.51
24621.00	-3.85	131.4	5800.	30.41	390.	.016	.38	132.9	5968.	31.29
24622.00	-4.28	129.4	5580.	29.52	1048.	.042	.48	131.0	5742.	30.38
24623.00	-3.47	126.9	5365.	28.39	229.	.009	.63	128.4	5520.	29.21
24624.00	-4.71	124.8	5151.	27.43	1861.	.074	.83	126.3	5301.	28.23
24625.00	-3.47	122.0	4944.	26.21	558.	.021	1.13	123.4	5087.	26.97
24626.00	-3.81	120.3	4739.	25.48	1072.	.040	1.22	121.7	4877.	26.22
24627.00	-4.74	117.5	4539.	24.32	2420.	.088	1.65	118.9	4671.	25.03
24628.00	-3.54	114.8	4343.	23.20	1135.	.041	2.01	116.1	4469.	23.88
24629.00	-3.69	112.9	4150.	22.47	1527.	.053	2.21	114.3	4271.	23.12
24630.00	-4.38	110.5	3962.	21.53	2548.	.085	2.63	111.9	4077.	22.16
24631.00	-3.46	108.1	3778.	20.60	1562.	.053	2.97	109.4	3888.	21.20
24632.00	-4.32	105.7	3597.	19.67	2775.	.091	3.40	106.9	3701.	20.25
24633.00	-4.08	103.6	3420.	18.90	2593.	.086	3.82	104.8	3519.	19.45
24634.00	-3.83	100.9	3248.	17.93	2421.	.080	4.29	102.1	3342.	18.45
24635.00	-3.71	98.8	3079.	17.22	2380.	.077	4.66	100.0	3168.	17.72
24636.00	-3.54	96.8	2914.	16.51	2282.	.073	5.03	98.0	2999.	16.99
24637.00	-4.39	94.3	2752.	15.68	3432.	.112	5.52	95.5	2832.	16.14
24638.00	-3.90	91.9	2595.	14.89	2933.	.096	6.01	93.0	2671.	15.33
24639.00	-4.84	89.5	2442.	14.11	4222.	.137	6.56	90.6	2513.	14.52
24640.00	-3.84	86.6	2294.	13.21	3102.	.101	7.12	87.6	2361.	13.60
24641.00	-3.70	84.7	2149.	12.65	3002.	.098	7.51	85.8	2212.	13.02
24642.00	-4.62	81.9	2008.	11.83	4267.	.139	8.08	82.9	2067.	12.18
24643.00	-3.49	79.6	1872.	11.16	2967.	.095	8.54	80.5	1927.	11.49
24644.00	-4.18	77.4	1739.	10.56	3903.	.126	8.99	78.4	1790.	10.87
24645.00	-4.32	74.9	1611.	9.89	4170.	.135	9.51	75.8	1658.	10.18
24646.00	-4.50	72.4	1486.	9.23	4477.	.146	10.05	73.3	1530.	9.51
24647.00	-4.34	69.7	1367.	8.57	4376.	.143	10.57	70.6	1408.	8.82
24648.00	-4.96	66.8	1251.	7.87	5260.	.166	11.15	67.7	1288.	8.10
24649.00	-4.20	64.1	1141.	7.25	4399.	.140	11.67	64.9	1175.	7.46
24650.00	-4.77	61.7	1035.	6.70	5187.	.165	12.18	62.4	1066.	6.90
24651.00	-4.16	58.5	934.	6.03	4525.	.145	12.69	59.2	962.	6.21
24652.00	-5.14	56.1	836.	5.55	5808.	.186	13.17	56.8	861.	5.72
24653.00	-4.67	53.1	744.	4.96	5311.	.172	13.69	53.7	767.	5.11
24654.00	-4.83	50.5	657.	4.49	5574.	.180	14.14	51.1	677.	4.62
24655.00	-4.90	47.5	575.	3.98	5733.	.187	14.60	48.1	592.	4.10
24656.00	-5.52	44.3	496.	3.47	6587.	.211	15.08	44.9	511.	3.57
24657.00	-5.57	41.2	424.	2.99	6716.	.216	15.55	41.7	437.	3.08
24658.00	-5.66	37.8	358.	2.51	6895.	.225	16.00	38.2	369.	2.59
24659.00	-5.06	34.7	297.	2.12	6227.	.198	16.38	35.1	306.	2.18
24660.00	-6.13	31.2	241.	1.71	7616.	.241	16.77	31.6	248.	1.77
24661.00	-5.69	27.8	191.	1.36	7127.	.227	17.13	28.1	197.	1.40
24662.00	-3.85	24.5	147.	1.06	4891.	.159	17.37	24.8	152.	1.09
24662.16	-3.29	24.2	141.	1.04	4211.	.135	17.37	24.6	145.	1.07

TEST NO. 218 MARK III ANTISKID/USAF TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
34000.LBS	34550.LBS	27.662 IN HG	9.8 C	1.7 KTS	225.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KF	FBR	UBP	EBR	KTAS	DIST	KE
27363.05	-3.79	131.8	5571.	26.55	0.	0.000	0.00	129.5	5304.	25.23
27364.00	-4.08	129.7	5361.	25.73	240.	.012	.01	127.4	5102.	24.44
27365.00	-4.28	127.1	5145.	24.70	711.	.034	.15	124.8	4894.	23.45
27366.00	-3.66	124.7	4932.	23.79	143.	.007	.23	122.5	4690.	22.57
27367.00	-4.50	122.5	4724.	22.95	1180.	.055	.37	120.3	4489.	21.77
27368.00	-4.53	119.4	4520.	21.81	1449.	.065	.70	117.2	4292.	20.67
27369.00	-4.13	117.1	4320.	20.96	1150.	.052	.93	114.8	4100.	19.85
27370.00	-3.91	114.7	4124.	20.11	1066.	.047	1.14	112.5	3913.	19.04
27371.00	-4.37	112.1	3933.	19.23	1781.	.075	1.43	109.9	3729.	18.19
27372.00	-4.52	109.5	3745.	18.33	2150.	.088	1.81	107.3	3548.	17.33
27373.00	-4.66	106.7	3563.	17.42	2467.	.099	2.24	104.6	3373.	16.45
27374.00	-4.38	104.2	3385.	16.60	2324.	.091	2.66	102.0	3202.	15.67
27375.00	-3.98	101.6	3212.	15.79	2028.	.079	3.04	99.5	3036.	14.89
27376.00	-4.09	99.2	3042.	15.05	2272.	.087	3.40	97.1	2873.	14.18
27377.00	-4.25	96.8	2876.	14.33	2555.	.099	3.80	94.7	2715.	13.49
27378.00	-4.84	94.1	2715.	13.54	3294.	.129	4.29	92.0	2560.	12.73
27379.00	-4.38	91.5	2559.	12.81	2931.	.114	4.74	89.4	2410.	12.03
27380.00	-5.46	88.4	2406.	11.95	4232.	.163	5.32	86.3	2264.	11.21
27381.00	-3.67	85.8	2260.	11.27	2420.	.092	5.77	83.8	2124.	10.56
27382.00	-4.16	83.7	2117.	10.71	3040.	.115	6.15	81.6	1988.	10.02
27383.00	-4.04	81.1	1979.	10.06	3013.	.113	6.58	79.1	1855.	9.41
27384.00	-4.17	78.5	1844.	9.42	3251.	.124	7.02	76.4	1727.	8.79
27385.00	-4.17	76.1	1713.	8.86	3345.	.126	7.44	74.1	1602.	8.26
27386.00	-5.06	73.4	1586.	8.24	4401.	.164	7.94	71.4	1482.	7.67
27387.00	-4.29	70.4	1465.	7.59	3672.	.139	8.43	68.4	1366.	7.05
27388.00	-4.11	68.3	1348.	7.13	3556.	.134	8.82	66.3	1255.	6.61
27389.00	-4.09	65.5	1235.	6.57	3624.	.137	9.25	63.5	1148.	6.08
27390.00	-5.05	63.3	1126.	6.12	4719.	.179	9.67	61.3	1044.	5.66
27391.00	-5.09	59.8	1022.	5.47	4873.	.184	10.21	57.9	945.	5.04
27392.00	-4.48	57.4	924.	5.05	4285.	.163	10.61	55.5	852.	4.63
27393.00	-4.62	54.4	830.	4.53	4520.	.171	11.04	52.5	763.	4.15
27394.00	-5.53	51.3	740.	4.03	5575.	.213	11.49	49.4	678.	3.68
27395.25	-4.95	47.6	635.	3.46	5056.	.188	12.04	45.7	579.	3.14
27396.25	-5.06	44.7	557.	3.06	5233.	.198	12.44	42.8	506.	2.76
27397.25	-5.13	41.8	465.	2.68	5372.	.203	12.81	40.0	438.	2.40
27398.25	-5.43	38.2	417.	2.23	5774.	.217	13.21	36.4	374.	1.99
27399.25	-4.81	35.7	355.	1.95	5155.	.194	13.51	33.8	316.	1.72
27400.25	-5.44	32.2	298.	1.59	5889.	.223	13.84	30.4	263.	1.39
27401.25	-5.30	29.4	245.	1.32	5789.	.219	14.13	27.6	214.	1.14
27402.25	-5.26	26.0	199.	1.03	5800.	.218	14.40	24.1	171.	.88
27402.60	-4.32	24.9	184.	.94	4809.	.179	14.42	23.1	157.	.80

TEST NO. 22A MARK III ANTISKID/USAF TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	43200.LBS	27.778 IN HG	10.4 C	1.7 KTS	32.0 DEG MAG

	-----TEST DAY-----							----STANDARD DAY----		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
25545.30	-3.48	139.3	6348.	37.10	0.	0.000	0.00	141.3	6488.	37.98
25546.25	-3.67	137.2	6126.	36.01	48.	.002	.00	139.2	6264.	36.88
25547.25	-4.29	134.8	5896.	34.73	1060.	.039	.19	136.7	6031.	35.59
25548.25	-3.21	132.6	5671.	33.65	0.	0.000	.24	134.6	5802.	34.49
25549.25	-4.25	130.4	5448.	32.52	1299.	.047	.41	132.4	5577.	33.35
25550.25	-3.61	128.1	5230.	31.40	623.	.022	.59	130.1	5356.	32.22
25551.25	-4.31	126.0	5016.	30.34	1713.	.059	.85	127.9	5138.	31.14
25552.25	-4.10	123.3	4806.	29.07	1618.	.055	1.22	125.2	4926.	29.86
25553.25	-4.15	120.9	4600.	27.94	1865.	.062	1.57	122.8	4717.	28.71
25554.25	-4.76	118.2	4398.	26.72	2889.	.095	2.09	120.1	4513.	27.48
25555.25	-3.90	115.5	4201.	25.52	2068.	.063	2.57	117.4	4313.	26.25
25556.25	-4.06	113.4	4008.	24.59	2405.	.072	2.96	115.3	4117.	25.31
25557.25	-4.26	110.8	3818.	23.47	2818.	.085	3.49	112.7	3924.	24.18
25558.25	-4.39	108.4	3633.	22.46	3135.	.095	4.01	110.3	3737.	23.15
25559.25	-4.54	105.5	3452.	21.30	3493.	.104	4.64	107.4	3553.	21.97
25560.25	-3.94	103.2	3277.	20.37	2827.	.083	5.15	105.1	3375.	21.03
25561.25	-4.57	100.6	3105.	19.36	3799.	.112	5.74	102.5	3200.	20.01
25562.25	-3.62	98.1	2937.	18.39	2640.	.078	6.27	100.0	3030.	19.02
25563.25	-4.70	95.9	2773.	17.59	4187.	.125	6.81	97.8	2862.	18.21
25564.25	-4.08	93.1	2614.	16.57	3487.	.104	7.44	95.0	2701.	17.17
25565.25	-4.41	90.8	2458.	15.77	4040.	.120	8.00	92.7	2542.	16.35
25566.25	-4.65	88.0	2308.	14.80	4493.	.132	8.67	89.8	2389.	15.37
25567.25	-3.58	85.5	2162.	13.97	3158.	.094	9.21	87.3	2240.	14.52
25568.25	-4.52	83.3	2019.	13.27	4526.	.131	9.74	85.1	2094.	13.80
25569.25	-4.64	80.5	1881.	12.38	4792.	.141	10.40	82.3	1953.	12.90
25570.25	-4.20	77.8	1747.	11.56	4307.	.127	11.00	79.6	1817.	12.06
25571.25	-4.33	75.4	1618.	10.89	4572.	.134	11.55	77.3	1684.	11.37
25572.25	-4.51	72.6	1493.	10.08	4924.	.143	12.18	74.4	1557.	10.55
25573.25	-4.52	70.1	1373.	9.40	5023.	.147	12.74	71.9	1434.	9.85
25574.25	-4.71	66.9	1257.	8.56	5389.	.158	13.40	68.7	1315.	8.99
25575.25	-4.75	64.5	1146.	7.95	5522.	.162	13.97	66.3	1201.	8.37
25576.25	-5.30	61.3	1040.	7.19	6363.	.187	14.63	63.1	1093.	7.58
25577.25	-4.52	58.0	939.	6.44	5412.	.161	15.24	59.8	989.	6.82
25578.25	-4.50	55.8	843.	5.96	5463.	.158	15.72	57.6	890.	6.32
25579.25	-5.19	52.7	751.	5.31	6477.	.188	16.30	54.5	796.	5.65
25580.25	-5.59	50.0	665.	4.78	7076.	.209	16.86	51.8	706.	5.10
25581.25	-4.52	46.3	584.	4.10	5739.	.168	17.40	48.1	623.	4.40
25582.25	-4.57	44.4	507.	3.76	5869.	.167	17.79	46.1	543.	4.05
25583.25	-5.85	40.7	435.	3.16	7651.	.227	18.32	42.4	468.	3.43
25584.25	-4.24	37.6	369.	2.71	5570.	.161	18.74	39.4	400.	2.95
25585.25	-5.48	35.0	308.	2.34	7281.	.214	19.12	36.7	335.	2.56
25586.25	-5.84	31.5	252.	1.90	7817.	.236	19.54	33.2	277.	2.10
25587.25	-4.69	28.3	201.	1.53	6341.	.186	19.88	30.0	223.	1.72
25588.25	-6.04	25.6	155.	1.26	8200.	.240	20.20	27.3	174.	1.42
25589.25	-3.25	22.2	116.	.94	4523.	.128	20.41	23.9	133.	1.09

TEST NO. 22B MARK III ANTISKID/USAF TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	38200.LBS	27.784 IN HG	12.7 C	1.7 KTS	32.0 DEG MAG

	----TEST DAY----							----STANDARD DAY----		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
27700.61	-3.67	130.9	5375.	28.96	44.	.002	.00	132.3	5451.	29.43
27701.50	-4.18	128.9	5180.	28.08	795.	.033	.09	130.3	5255.	28.55
27702.50	-4.40	126.3	4964.	26.98	1217.	.049	.32	127.7	5039.	27.44
27703.50	-4.48	123.5	4754.	25.80	1483.	.059	.65	124.9	4828.	26.25
27704.50	-3.57	121.2	4547.	24.85	543.	.022	.81	122.6	4620.	25.30
27705.50	-5.05	118.7	4344.	23.84	2476.	.096	1.16	120.2	4416.	24.29
27706.50	-4.37	115.7	4146.	22.65	1843.	.071	1.61	117.2	4218.	23.09
27707.50	-4.22	113.5	3953.	21.78	1805.	.069	1.91	114.9	4024.	22.22
27708.50	-4.71	110.7	3764.	20.72	2639.	.096	2.37	112.1	3834.	21.15
27709.50	-3.69	108.2	3579.	19.79	1601.	.056	2.73	109.6	3648.	20.22
27710.50	-4.57	105.8	3396.	18.93	2774.	.098	3.14	107.3	3466.	19.35
27711.50	-4.91	103.0	3222.	17.94	3372.	.117	3.70	104.5	3288.	18.35
27712.50	-4.62	100.2	3051.	16.99	3164.	.108	4.25	101.7	3117.	17.40
27713.50	-4.97	97.2	2884.	15.96	3740.	.127	4.86	98.6	2949.	16.36
27714.50	-3.80	94.6	2723.	15.14	2464.	.084	5.33	96.1	2786.	15.53
27715.50	-4.31	92.3	2564.	14.42	3175.	.110	5.78	93.8	2626.	14.81
27716.50	-4.22	89.7	2411.	13.60	3184.	.111	6.28	91.2	2472.	13.98
27717.50	-4.03	87.1	2262.	12.83	3085.	.105	6.77	88.6	2321.	13.20
27718.50	-3.93	84.7	2117.	12.14	3055.	.105	7.21	86.2	2174.	12.51
27719.50	-4.14	82.4	1976.	11.47	3423.	.115	7.67	83.9	2031.	11.83
27720.50	-5.02	79.7	1838.	10.73	4572.	.155	8.24	81.2	1893.	11.08
27721.50	-4.29	76.8	1707.	9.97	3821.	.128	8.79	78.3	1760.	10.31
27722.50	-4.15	74.4	1579.	9.36	3736.	.128	9.25	75.9	1630.	9.69
27723.50	-4.75	71.8	1455.	8.71	4552.	.153	9.78	73.3	1505.	9.03
27724.50	-4.74	69.0	1337.	8.06	4633.	.157	10.31	70.6	1384.	8.37
27725.50	-4.64	66.2	1223.	7.41	4608.	.158	10.84	67.7	1269.	7.71
27726.50	-4.01	63.5	1113.	6.82	3957.	.133	11.30	65.0	1157.	7.11
27727.50	-4.38	61.4	1008.	6.37	4477.	.146	11.73	62.9	1049.	6.65
27728.50	-5.10	58.2	907.	5.73	5413.	.183	12.26	59.8	947.	6.01
27729.50	-4.47	55.5	811.	5.21	4752.	.158	12.72	57.0	849.	5.47
27730.50	-4.94	52.6	720.	4.68	5389.	.179	13.19	54.2	756.	4.94
27731.50	-4.84	49.7	633.	4.17	5350.	.178	13.65	51.2	667.	4.41
27732.50	-4.48	47.1	552.	3.76	4980.	.168	14.05	48.7	583.	3.99
27733.50	-5.43	44.1	475.	3.29	6175.	.211	14.49	45.7	504.	3.51
27734.50	-5.66	41.0	403.	2.85	6526.	.220	14.93	42.6	430.	3.05
27735.50	-5.83	37.1	337.	2.33	6814.	.229	15.38	38.7	362.	2.52
27736.50	-5.18	34.4	277.	2.00	6100.	.204	15.74	35.9	300.	2.17
27737.50	-6.22	30.6	222.	1.58	7398.	.251	16.12	32.2	242.	1.74
27738.50	-2.61	27.7	173.	1.30	3171.	.105	16.35	29.3	191.	1.45
27738.66	-2.09	27.6	166.	1.29	2573.	.082	16.35	29.2	183.	1.43

TEST NO. 23A   MARK II ANTISKID/USAF TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	43500.LBS	27.660 IN HG	9.5 C	3.5 KTS	225.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
24111.80	-3.58	152.7	8846.	44.87	0.	*000	0.00	148.9	8347.	42.20
24112.75	-4.19	150.5	8602.	43.63	0.	*000	0.00	146.8	8113.	41.00
24113.75	-4.55	147.8	8351.	42.04	813.	.032	.11	144.0	7869.	39.47
24114.75	-4.05	145.4	8103.	40.70	348.	.013	.22	141.6	7630.	38.19
24115.75	-4.20	142.8	7861.	39.29	797.	.029	.40	139.1	7395.	36.83
24116.75	-3.68	140.5	7622.	38.00	267.	.010	.52	136.7	7165.	35.59
24117.75	-4.31	138.0	7386.	36.67	1252.	.045	.76	134.3	6938.	34.31
24118.75	-3.21	135.8	7155.	35.51	0.	*000	.86	132.1	6716.	33.20
24119.75	-4.08	133.7	6927.	34.43	1255.	.044	1.01	130.0	6497.	32.17
24120.75	-3.88	131.2	6704.	33.17	1141.	.039	1.30	127.5	6281.	30.96
24121.75	-3.65	129.3	6484.	32.18	944.	.032	1.47	125.6	6071.	30.01
24122.75	-3.55	126.9	6268.	31.03	945.	.032	1.70	123.2	5863.	28.91
24123.75	-3.53	124.8	6055.	30.00	1106.	.036	1.93	121.1	5659.	27.92
24124.75	-3.43	122.9	5847.	29.09	1068.	.035	2.13	119.2	5460.	27.04
24125.75	-3.77	120.5	5641.	27.97	1705.	.055	2.46	116.8	5262.	25.98
24126.75	-3.79	118.4	5439.	26.99	1907.	.059	2.82	114.7	5068.	25.04
24127.75	-3.05	116.5	5241.	26.12	1040.	.032	3.07	112.8	4879.	24.21
24128.75	-3.64	114.6	5046.	25.29	2057.	.062	3.39	110.9	4693.	23.41
24129.75	-2.97	112.4	4855.	24.34	1292.	.038	3.72	108.7	4511.	22.50
24130.75	-3.54	110.4	4666.	23.49	2158.	.065	4.07	106.8	4331.	21.69
24131.75	-3.13	108.6	4482.	22.71	1739.	.051	4.42	104.9	4155.	20.95
24132.75	-3.68	106.5	4301.	21.84	2598.	.075	4.84	102.8	3982.	20.12
24133.75	-3.44	104.2	4123.	20.92	2370.	.069	5.31	100.5	3812.	19.24
24134.75	-3.60	102.3	3948.	20.14	2707.	.077	5.74	98.6	3646.	18.50
24135.75	-3.49	100.1	3777.	19.30	2649.	.077	6.21	96.4	3484.	17.70
24136.75	-4.02	97.8	3611.	18.42	3477.	.101	6.75	94.1	3325.	16.87
24137.75	-3.42	95.5	3447.	17.57	2780.	.080	7.26	91.9	3169.	1[illegible].06
24138.75	-3.35	93.5	3288.	16.83	2764.	.080	7.71	89.8	3018.	15.36
24139.75	-4.11	91.5	3131.	16.11	3890.	.110	8.22	87.8	2869.	14.68
24140.75	-3.02	89.2	2979.	15.32	2509.	.072	8.70	85.5	2725.	13.93
24141.75	-4.24	87.4	2829.	14.70	4219.	.123	9.17	83.7	2584.	13.35
24142.75	-3.50	85.0	2684.	13.91	3321.	.096	9.72	81.3	2446.	12.59
24143.75	-3.74	83.0	2543.	13.28	3742.	.107	10.19	79.4	2313.	12.00
24144.75	-3.53	80.6	2405.	12.52	3557.	.099	10.71	77.0	2182.	11.28
24145.75	-3.43	78.5	2270.	11.87	3488.	.099	11.18	74.9	2055.	10.67
24146.75	-3.13	76.6	2139.	11.31	3149.	.090	11.60	73.0	1933.	10.15
24147.75	-4.28	74.6	2012.	10.71	4756.	.139	12.11	71.0	1813.	9.58
24148.75	-3.79	71.9	1888.	9.95	4198.	.122	12.69	68.3	1696.	8.87
24149.75	-2.93	70.1	1768.	9.47	3112.	.087	13.09	66.5	1585.	8.42
24150.75	-3.72	68.0	1651.	8.90	4242.	.119	13.54	64.4	1475.	7.89
24151.75	-3.52	66.0	1538.	8.38	4047.	.113	13.99	62.4	1370.	7.40
24152.75	-3.53	63.8	1429.	7.83	4107.	.119	14.45	60.2	1268.	6.89
24153.75	-2.00	62.2	1323.	7.46	2092.	.060	14.68	58.6	1171.	6.55

TEST NO. 238 MARK II ANTISKID/USAF TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	38200.LBS	27.660 IN HG	13.4 C	3.5 KTS	225.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
14.68	-3.45	140.2	7417.	33.23	0.	*000	0.00	135.9	6964.	31.08
15.50	-3.57	138.7	7223.	32.54	0.	*000	0.00	134.5	6779.	30.42
16.50	-4.46	136.1	6991.	31.31	945.	.041	.17	131.8	6555.	29.24
17.50	-3.76	133.6	6763.	30.18	330.	.014	.31	129.4	6336.	28.16
18.50	-3.98	131.4	6539.	29.18	708.	.029	.41	127.2	6121.	27.20
19.50	-4.09	129.0	6319.	28.12	996.	.040	.63	124.8	5909.	26.19
20.50	-3.18	126.9	6104.	27.24	79.	.003	.69	122.8	5704.	25.35
21.50	-3.66	124.6	5891.	26.27	739.	.029	.83	120.5	5499.	24.41
22.50	-4.04	122.7	5682.	25.46	1352.	.052	1.02	118.5	5300.	23.64
23.50	-3.55	120.1	5478.	24.39	930.	.035	1.29	116.0	5103.	22.62
24.50	-3.53	118.2	5276.	23.64	1014.	.038	1.44	114.1	4911.	21.90
25.50	-3.37	116.2	5079.	22.82	930.	.035	1.64	112.0	4722.	21.12
26.50	-3.80	114.2	4884.	22.07	1569.	.058	1.86	110.1	4537.	20.41
27.50	-3.47	111.7	4694.	21.12	1369.	.050	2.19	107.7	4355.	19.50
28.50	-2.87	110.0	4507.	20.48	784.	.028	2.34	106.0	4177.	18.89
29.50	-3.91	108.1	4322.	19.76	2153.	.075	2.65	104.0	4001.	18.20
30.50	-3.61	105.7	4142.	18.91	1949.	.068	3.03	101.7	3830.	17.40
31.50	-3.64	103.5	3965.	18.11	2115.	.071	3.39	99.4	3661.	16.64
32.50	-3.31	101.7	3792.	17.47	1813.	.061	3.69	97.6	3497.	16.03
33.50	-3.75	99.4	3621.	16.71	2422.	.083	4.08	95.4	3335.	15.31
34.50	-3.70	97.5	3456.	16.07	2468.	.083	4.44	93.5	3178.	14.70
35.50	-2.95	95.4	3293.	15.39	1680.	.056	4.76	91.4	3024.	14.06
36.50	-3.76	93.4	3133.	14.74	2716.	.091	5.13	89.4	2872.	13.43
37.50	-3.24	91.6	2977.	14.18	2201.	.073	5.48	87.6	2726.	12.91
38.50	-3.50	89.4	2825.	13.51	2584.	.088	5.87	85.4	2582.	12.27
39.50	-3.24	87.2	2676.	12.87	2375.	.079	6.25	83.3	2441.	11.67
40.50	-3.40	85.7	2530.	12.41	2622.	.089	6.58	81.7	2304.	11.24
41.50	-4.01	83.3	2387.	11.73	3436.	.115	7.05	79.3	2170.	10.59
42.50	-4.01	81.0	2249.	11.09	3534.	.118	7.51	77.1	2039.	9.99
43.50	-4.52	78.4	2114.	10.38	4243.	.140	8.06	74.4	1912.	9.32
44.50	-3.72	75.7	1984.	9.70	3384.	.112	8.55	71.8	1789.	8.68
45.50	-3.67	73.8	1858.	9.21	3386.	.114	8.95	69.9	1671.	8.22
46.50	-3.66	71.3	1736.	8.59	3462.	.116	9.40	67.4	1556.	7.64
47.50	-4.42	69.3	1616.	8.11	4441.	.146	9.85	65.4	1445.	7.20
48.50	-3.51	66.6	1502.	7.51	3424.	.116	10.31	62.8	1338.	6.63
49.50	-4.24	64.6	1391.	7.06	4361.	.145	10.72	60.8	1235.	6.22
50.50	-4.66	61.7	1284.	6.44	4950.	.165	11.24	57.9	1134.	5.64
51.50	-4.20	59.2	1182.	5.93	4468.	.151	11.70	55.4	1039.	5.16
52.50	-4.45	56.7	1084.	5.43	4840.	.163	12.16	52.9	948.	4.70
53.50	-3.72	54.2	991.	4.97	4041.	.134	12.56	50.4	862.	4.28
54.50	-4.11	52.1	901.	4.59	4556.	.151	12.93	48.3	780.	3.93
55.50	-4.83	49.3	816.	4.11	5473.	.185	13.37	45.5	700.	3.49
56.50	-4.03	46.7	735.	3.68	4579.	.155	13.76	42.9	626.	3.10
57.50	-3.95	44.1	658.	3.29	4549.	.152	14.12	40.4	556.	2.75
58.50	-4.27	42.1	585.	3.00	4976.	.164	14.44	38.4	490.	2.48
59.50	-4.13	39.3	517.	2.61	4874.	.157	14.79	35.6	428.	2.13
60.50	-3.73	36.9	452.	2.31	4454.	.141	15.08	33.3	370.	1.86
61.50	-4.31	34.8	391.	2.05	5185.	.162	15.36	31.2	317.	1.63
62.50	-5.44	31.7	335.	1.70	6552.	.217	15.71	28.1	265.	1.33
63.50	-4.24	28.8	284.	1.41	5167.	.173	15.99	25.2	220.	1.07
64.50	-4.49	26.4	237.	1.18	5494.	.185	16.23	22.8	179.	.87
65.18	-3.64	24.5	208.	1.02	4516.	.150	16.33	20.9	154.	.74

TEST NO. 23C MARK II ANTISKID/USAF TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
34000.LBS	34200.LBS	27.657 IN HG	15.8 C	3.9 KTS	202.0 DEG MAG

	--------------------	TEST	DAY	--------------------				----	STANDARD DAY	----
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
28685.36	-4.31	132.8	6728.	26.70	563.	.027	.02	127.9	6227.	24.61
28686.25	-3.93	130.5	6531.	25.77	293.	.014	.13	125.6	6039.	23.73
28687.25	-4.49	128.2	6312.	24.89	983.	.047	.26	123.3	5831.	22.89
28688.25	-3.89	125.5	6098.	23.86	584.	.026	.45	120.7	5627.	21.92
28689.25	-4.13	123.4	5888.	23.06	945.	.042	.58	118.6	5428.	21.16
28690.25	-3.50	120.8	5682.	22.10	432.	.019	.75	116.0	5231.	20.25
28691.25	-4.18	118.9	5479.	21.39	1277.	.056	.89	114.1	5040.	19.59
28692.25	-3.67	116.1	5281.	20.40	889.	.038	1.17	111.3	4851.	18.65
28693.25	-3.34	114.4	5086.	19.83	653.	.028	1.25	109.7	4668.	18.11
28694.25	-3.49	112.3	4895.	19.10	880.	.038	1.41	107.6	4488.	17.42
28695.25	-3.51	109.9	4707.	18.29	1064.	.045	1.64	105.2	4309.	16.66
28696.25	-3.25	108.5	4523.	17.83	906.	.038	1.74	103.8	4138.	16.23
28697.25	-3.95	105.9	4342.	16.99	1796.	.074	2.06	101.3	3966.	15.44
28698.25	-4.07	103.7	4165.	16.28	2081.	.083	2.40	99.0	3798.	14.76
28699.25	-3.23	101.5	3992.	15.61	1319.	.052	2.69	96.9	3635.	14.14
28700.25	-3.49	99.6	3822.	15.01	1699.	.066	2.95	95.0	3476.	13.57
28701.25	-3.28	97.4	3656.	14.36	1560.	.061	3.23	92.8	3320.	12.97
28702.25	-3.46	95.4	3493.	13.78	1867.	.072	3.51	90.8	3167.	12.42
28703.25	-3.03	93.7	3333.	13.29	1508.	.057	3.75	89.1	3018.	11.96
28704.25	-3.81	91.7	3177.	12.74	2409.	.091	4.06	87.2	2872.	11.45
28705.25	-3.55	89.4	3024.	12.09	2235.	.085	4.43	84.9	2728.	10.84
28706.25	-3.14	87.6	2875.	11.61	1874.	.070	4.70	83.1	2590.	10.39
28707.25	-3.75	85.1	2729.	10.97	2622.	.099	5.08	80.7	2452.	9.79
28708.25	-2.89	83.6	2587.	10.58	1763.	.066	5.34	79.2	2321.	9.43
28709.25	-3.28	81.3	2447.	10.00	2283.	.084	5.67	76.9	2191.	8.89
28710.25	-3.28	79.8	2311.	9.65	2324.	.087	5.94	75.4	2066.	8.57
28711.25	-4.21	77.3	2178.	9.04	3393.	.129	6.37	72.9	1941.	7.99
28712.25	-3.56	75.2	2050.	8.56	2793.	.104	6.74	70.8	1822.	7.55
28713.25	-2.87	72.9	1925.	8.05	2135.	.079	7.06	68.6	1706.	7.08
28714.25	-4.05	71.6	1802.	7.75	3439.	.129	7.35	67.2	1594.	6.80
28715.25	-3.91	68.4	1684.	7.08	3399.	.124	7.81	64.1	1483.	6.19
28716.25	-3.36	67.4	1570.	6.88	2832.	.106	8.06	63.1	1380.	6.00
28717.25	-4.51	64.2	1459.	6.25	4146.	.158	8.52	60.0	1276.	5.42
28718.25	-2.82	62.3	1352.	5.88	2408.	.090	8.82	58.1	1178.	5.08
28719.25	-4.43	60.5	1248.	5.54	4185.	.154	9.15	56.3	1084.	4.77
28720.25	-3.46	57.5	1148.	5.00	3226.	.122	9.55	53.3	991.	4.27
28721.25	-3.84	56.4	1052.	4.81	3664.	.137	9.81	52.2	906.	4.10
28722.25	-4.75	53.1	960.	4.26	4718.	.175	10.25	48.9	820.	3.60
28723.25	-4.29	50.8	872.	3.90	4282.	.161	10.61	46.7	741.	3.28
28724.25	-3.88	48.2	789.	3.52	3892.	.152	10.95	44.1	665.	2.93
28725.25	-4.25	45.8	709.	3.17	4347.	.166	11.28	41.7	593.	2.62
28726.25	-3.58	43.7	634.	2.89	3691.	.138	11.56	39.7	526.	2.37
28727.25	-4.29	41.3	562.	2.59	4490.	.169	11.86	37.3	462.	2.10
28728.25	-4.54	38.5	495.	2.24	4816.	.179	12.18	34.5	401.	1.79
28729.25	-4.47	35.7	432.	1.93	4797.	.176	12.49	31.8	345.	1.52
28730.25	-4.06	33.3	374.	1.68	4394.	.164	12.74	29.4	294.	1.30
28731.25	-3.83	30.9	320.	1.45	4194.	.155	12.97	27.0	247.	1.10
28732.25	-3.30	29.0	269.	1.27	3656.	.136	13.16	25.1	205.	.95
28732.91	-2.27	27.6	237.	1.16	2577.	.097	13.23	23.7	178.	.85

TEST NO. 248 MARK II ANTISKID/STANDARD TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	37786.LBS	27.564 IN HG	17.5 C	3.9 KTS	292.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
27189.80	-4.03	140.9	7557.	33.22	127.	.005	.01	138.3	7331.	32.18
27190.75	-4.22	138.3	7332.	32.01	508.	.021	.15	135.8	7111.	31.00
27191.75	-3.75	136.2	7101.	31.04	81.	.003	.17	133.7	6884.	30.05
27192.75	-4.47	133.6	6873.	29.85	1107.	.045	.38	131.0	6660.	28.88
27193.75	-3.55	131.4	6650.	28.86	176.	.007	.48	128.8	6442.	27.92
27194.75	-3.99	129.1	6430.	27.88	842.	.033	.60	126.6	6227.	26.96
27195.75	-4.15	126.6	6214.	26.80	1178.	.046	.85	124.1	6015.	25.90
27196.75	-3.32	124.4	6002.	25.88	339.	.013	.99	121.9	5808.	25.01
27197.75	-3.91	122.4	5793.	25.06	1179.	.044	1.15	120.0	5605.	24.20
27198.75	-3.17	120.4	5590.	24.23	389.	.015	1.27	117.9	5406.	23.39
27199.75	-4.24	117.8	5387.	23.22	1825.	.068	1.57	115.4	5208.	22.41
27200.75	-2.96	116.1	5191.	22.55	417.	.015	1.70	113.7	5016.	21.75
27201.75	-3.62	113.9	4996.	21.69	1297.	.049	1.93	111.5	4826.	20.91
27202.75	-3.30	112.0	4806.	21.00	1050.	.038	2.12	109.7	4640.	20.23
27203.75	-3.37	109.9	4619.	20.19	1269.	.045	2.37	107.5	4458.	19.45
27204.75	-3.41	107.7	4435.	19.40	1444.	.052	2.63	105.4	4278.	18.68
27205.75	-3.13	105.7	4254.	18.70	1237.	.044	2.89	103.4	4102.	17.99
27206.75	-3.14	104.4	4078.	18.22	1299.	.047	3.05	102.1	3930.	17.53
27207.75	-3.54	101.6	3904.	17.28	1933.	.067	3.44	99.4	3760.	16.61
27208.75	-2.79	100.4	3733.	16.85	1117.	.039	3.61	98.1	3594.	16.19
27209.75	-3.74	98.2	3566.	16.13	2328.	.081	3.96	96.0	3431.	15.49
27210.75	-3.04	95.9	3402.	15.38	1626.	.056	4.29	93.7	3271.	14.76
27211.75	-3.26	94.4	3240.	14.91	1954.	.067	4.54	92.2	3115.	14.30
27212.75	-3.22	92.4	3083.	14.28	2005.	.069	4.86	90.2	2962.	13.69
27213.75	-3.60	90.4	2928.	13.68	2534.	.087	5.20	88.3	2812.	13.10
27214.75	-3.20	88.4	2777.	13.06	2144.	.074	5.55	86.2	2665.	12.50
27215.75	-3.73	86.5	2630.	12.51	2867.	.098	5.91	84.4	2522.	11.97
27216.75	-3.18	84.3	2486.	11.90	2325.	.078	6.29	82.2	2382.	11.37
27217.75	-3.85	82.3	2345.	11.33	3184.	.108	6.68	80.2	2245.	10.82
27218.75	-3.47	80.2	2208.	10.77	2826.	.095	7.07	78.2	2113.	10.28
27219.75	-3.66	77.9	2075.	10.15	3120.	.106	7.49	75.8	1983.	9.67
27220.75	-3.94	75.9	1945.	9.63	3533.	.119	7.91	73.8	1857.	9.17
27221.75	-3.47	73.3	1819.	8.99	3074.	.103	8.34	71.3	1735.	8.55
27222.75	-3.94	71.5	1696.	8.55	3676.	.125	8.73	69.5	1616.	8.12
27223.75	-3.90	69.0	1578.	7.97	3725.	.124	9.18	67.0	1501.	7.56
27224.75	-3.84	66.7	1463.	7.45	3729.	.124	9.61	64.8	1391.	7.06
27225.75	-3.89	64.5	1353.	6.96	3854.	.129	10.01	62.6	1284.	6.59
27226.75	-3.68	62.0	1246.	6.44	3687.	.122	10.43	60.1	1180.	6.08
27227.75	-3.78	60.2	1142.	6.06	3856.	.129	10.79	58.3	1081.	5.72
27228.75	-4.26	57.7	1043.	5.56	4492.	.150	11.22	55.8	985.	5.23
27229.75	-4.89	54.8	948.	5.02	5305.	.179	11.70	52.9	893.	4.71
27230.75	-3.79	52.5	857.	4.61	4072.	.137	12.09	50.7	806.	4.32
27231.75	-4.53	50.1	771.	4.20	5016.	.164	12.48	48.3	723.	3.92
27232.75	-4.38	47.0	689.	3.70	4899.	.165	12.90	45.2	644.	3.44
27233.75	-4.44	44.8	611.	3.35	5013.	.171	13.27	43.0	570.	3.11
27234.75	-3.78	42.1	538.	2.96	4311.	.143	13.61	40.3	500.	2.74
27235.75	-4.18	39.9	469.	2.67	4825.	.160	13.91	38.2	434.	2.45
27236.75	-4.89	37.3	403.	2.32	5715.	.188	14.25	35.6	371.	2.13
27237.75	-4.57	34.3	343.	1.97	5382.	.182	14.59	32.7	314.	1.79
27238.75	-4.68	31.7	287.	1.68	5571.	.181	14.88	30.1	261.	1.52
27239.75	-5.21	28.6	236.	1.37	6218.	.214	15.18	27.0	213.	1.23
27240.75	-4.12	25.9	190.	1.12	4974.	.173	15.43	24.3	170.	.99
27241.25	-3.19	24.7	169.	1.02	3926.	.128	15.48	23.1	150.	.90

TEST NO. 24C   MARK II ANTISKID/STANDARD TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
34000.LBS	33636.LBS	27.561 IN HG	20.6 C	3.0 KTS	240.0 DEG MAG

	----------TEST DAY----------							----STANDARD DAY----		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
29667.43	-4.15	131.7	6380.	25.84	414.	.020	.01	127.3	6045.	24.41
29668.25	-4.16	129.8	6200.	25.10	530.	.025	.10	125.5	5871.	23.69
29669.25	-3.64	127.3	5983.	24.11	137.	.007	.20	122.9	5661.	22.73
29670.25	-3.55	125.5	5770.	23.44	185.	.009	.21	121.1	5455.	22.09
29671.25	-4.35	123.0	5560.	22.52	1211.	.054	.41	118.7	5252.	21.20
29672.25	-3.96	120.5	5355.	21.61	935.	.042	.63	116.2	5054.	20.32
29673.25	-3.75	118.3	5153.	20.85	838.	.036	.78	114.1	4860.	19.59
29674.25	-4.38	115.6	4955.	19.90	1642.	.070	1.08	111.4	4668.	18.67
29675.25	-3.42	113.7	4762.	19.25	728.	.032	1.23	109.5	4482.	18.05
29676.25	-3.63	111.5	4572.	18.52	1087.	.046	1.42	107.4	4299.	17.35
29677.25	-3.54	109.5	4385.	17.86	1096.	.046	1.60	105.4	4120.	16.71
29678.25	-3.47	107.4	4203.	17.16	1142.	.047	1.81	103.2	3945.	16.04
29679.25	-3.46	105.2	4023.	16.48	1249.	.052	2.03	101.1	3773.	15.39
29680.25	-3.55	103.1	3847.	15.82	1435.	.060	2.28	99.0	3604.	14.76
29681.25	-3.48	101.1	3675.	15.23	1497.	.061	2.52	97.1	3439.	14.19
29682.25	-3.69	98.8	3506.	14.54	1814.	.073	2.82	94.8	3276.	13.53
29683.25	-3.62	96.9	3341.	13.97	1872.	.075	3.10	92.9	3118.	12.98
29684.25	-3.33	94.9	3179.	13.40	1679.	.066	3.38	90.9	2964.	12.44
29685.25	-3.61	92.7	3021.	12.80	2062.	.081	3.68	88.8	2813.	11.86
29686.25	-4.85	90.2	2866.	12.11	3497.	.134	4.14	86.3	2664.	11.21
29687.25	-3.17	87.7	2716.	11.46	1855.	.070	4.53	83.8	2521.	10.58
29688.25	-3.29	86.0	2569.	11.01	2054.	.077	4.79	82.1	2381.	10.15
29689.25	-3.34	84.0	2426.	10.50	2174.	.082	5.11	80.1	2245.	9.66
29690.25	-3.60	82.0	2286.	10.02	2523.	.095	5.42	78.2	2112.	9.21
29691.25	-3.81	79.3	2150.	9.37	2851.	.107	5.83	75.6	1982.	8.59
29692.25	-3.00	77.9	2017.	9.05	2032.	.078	6.09	74.2	1857.	8.28
29693.25	-3.98	75.8	1887.	8.55	3154.	.119	6.45	72.1	1734.	7.82
29694.25	-3.99	73.3	1762.	8.00	3247.	.123	6.86	69.6	1615.	7.29
29695.25	-2.89	71.0	1640.	7.51	2167.	.082	7.19	67.3	1500.	6.82
29696.25	-3.59	69.6	1521.	7.21	2964.	.108	7.46	65.9	1388.	6.54
29697.25	-4.81	66.8	1406.	6.65	4303.	.163	7.93	63.2	1279.	6.01
29698.25	-3.42	64.4	1296.	6.18	2920.	.113	8.30	60.8	1175.	5.57
29699.25	-3.99	62.3	1189.	5.78	3587.	.134	8.64	58.7	1075.	5.19
29700.25	-3.96	59.6	1086.	5.28	3637.	.136	9.04	56.0	978.	4.72
29701.25	-3.81	57.6	986.	4.94	3533.	.133	9.36	54.1	886.	4.40
29702.25	-3.95	55.2	891.	4.54	3739.	.142	9.72	51.7	797.	4.02
29703.25	-4.30	52.7	800.	4.13	4172.	.157	10.08	49.2	712.	3.65
29704.25	-3.43	50.5	713.	3.80	3320.	.122	10.38	47.1	632.	3.34
29705.25	-6.29	47.9	629.	3.41	6372.	.236	10.81	44.5	554.	2.97
29706.25	-3.90	44.5	553.	2.95	3945.	.147	11.19	41.2	482.	2.55
29707.25	-5.49	41.9	478.	2.62	5662.	.209	11.53	38.6	414.	2.24
29708.25	-4.87	38.8	411.	2.24	5083.	.185	11.90	35.5	352.	1.90
29709.25	-5.23	36.0	348.	1.93	5515.	.200	12.22	32.7	294.	1.61
29710.25	-4.63	32.6	290.	1.59	4947.	.177	12.53	29.4	242.	1.30
29711.25	-4.90	30.1	237.	1.35	5244.	.200	12.78	26.9	194.	1.09
29712.25	-3.49	27.2	188.	1.10	3807.	.147	13.00	24.0	151.	.87
29712.91	-1.83	26.3	159.	1.03	2126.	.074	13.05	23.2	127.	.81

TEST NO. 25A MARK II ANTISKID/STANDARD TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
40000.LBS	40086.LBS	27.529 IN HG	15.5 C	2.2 KTS	225.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KF
24402.52	-3.79	147.8	8408.	38.78	0.	0.000	0.00	144.2	7999.	36.82
24403.50	-4.72	145.1	8165.	37.37	808.	.035	.14	141.5	7765.	35.46
24404.50	-3.94	142.5	7922.	36.01	124.	.005	.24	138.9	7530.	34.15
24405.50	-4.39	140.2	7684.	34.69	841.	.034	.33	136.6	7299.	33.06
24406.50	-4.06	137.4	7449.	33.49	576.	.024	.57	133.8	7073.	31.71
24407.50	-3.34	135.6	7219.	32.63	0.	0.000	.57	132.1	6852.	30.89
24408.50	-4.02	133.1	6992.	31.45	810.	.032	.72	129.6	6632.	29.75
24409.50	-3.97	130.9	6769.	30.41	921.	.035	.90	127.4	6417.	28.75
24410.50	-3.14	128.7	6551.	29.40	0.	0.000	.99	125.3	6207.	27.79
24411.50	-3.85	126.5	6335.	28.39	1048.	.040	1.14	123.1	5999.	26.81
24412.50	-3.65	124.4	6123.	27.48	936.	.034	1.33	121.0	5795.	25.94
24413.50	-3.12	122.3	5915.	26.56	372.	.014	1.46	119.0	5595.	25.06
24414.50	-3.09	120.8	5710.	25.90	481.	.017	1.51	117.4	5399.	24.42
24415.50	-3.46	118.5	5508.	24.92	1052.	.038	1.75	115.2	5204.	23.48
24416.50	-2.99	116.8	5309.	24.22	570.	.020	1.86	113.5	5014.	22.81
24417.50	-3.73	114.9	5114.	23.42	1627.	.058	2.10	111.6	4827.	22.04
24418.50	-3.31	112.4	4922.	22.42	1226.	.043	2.43	109.1	4642.	21.09
24419.50	-2.75	111.1	4734.	21.90	615.	.022	2.52	107.8	4462.	20.59
24420.50	-2.96	108.9	4548.	21.05	1016.	.035	2.75	105.6	4284.	19.76
24421.50	-3.19	107.3	4365.	20.42	1389.	.048	2.94	104.0	4109.	19.16
24422.50	-3.42	105.5	4186.	19.74	1815.	.061	3.22	102.3	3938.	18.52
24423.50	-3.17	103.3	4010.	18.93	1586.	.053	3.54	100.1	3769.	17.74
24424.50	-2.92	101.6	3837.	18.31	1375.	.047	3.76	98.4	3604.	17.14
24425.50	-3.03	99.6	3667.	17.62	1579.	.054	4.05	96.5	3442.	16.48
24426.50	-3.90	97.7	3499.	16.95	2776.	.093	4.42	94.6	3282.	15.84
24427.50	-2.26	95.9	3337.	16.32	837.	.028	4.70	92.8	3127.	15.24
24428.50	-3.38	94.5	3176.	15.88	2285.	.075	4.92	91.4	2974.	14.80
24429.50	-4.20	91.9	3019.	15.00	3471.	.114	5.45	88.9	2823.	13.98
24430.50	-2.94	89.9	2866.	14.33	1955.	.064	5.84	86.8	2678.	13.34
24431.50	-3.20	87.8	2716.	13.69	2373.	.078	6.18	84.8	2535.	12.73
24432.50	-3.67	86.1	2569.	13.15	3022.	.100	6.56	83.1	2395.	12.22
24433.50	-3.93	83.6	2425.	12.34	3464.	.113	7.06	80.6	2258.	11.49
24434.50	-2.86	81.6	2286.	11.81	2219.	.071	7.42	78.6	2126.	10.94
24435.50	-3.41	80.0	2150.	11.36	2944.	.097	7.75	77.1	1997.	10.51
24436.50	-3.44	77.8	2017.	10.73	3075.	.101	8.17	74.8	1871.	9.91
24437.50	-3.85	75.8	1887.	10.20	3665.	.118	8.59	72.9	1748.	9.40
24438.50	-3.89	73.4	1761.	9.55	3795.	.124	9.07	70.5	1628.	8.79
24439.50	-3.02	71.4	1639.	9.04	2793.	.090	9.45	68.5	1513.	8.30
24440.50	-3.41	69.5	1520.	8.58	3326.	.109	9.81	66.7	1401.	7.87
24441.50	-3.89	67.4	1404.	8.07	4014.	.127	10.24	64.6	1292.	7.39
24442.50	-4.24	64.9	1292.	7.47	4538.	.142	10.73	62.0	1186.	6.82
24443.38	-2.68	63.0	1198.	7.03	2668.	.081	10.98	60.2	1097.	6.41

TEST NO. 258 MARK II ANTISKID/STANDARD TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
36000.LBS	36086.LBS	27.535 IN HG	18.8 C	2.4 KTS	34.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
26719.93	-3.94	132.4	6308.	28.01	103.	.005	.00	132.7	6303.	28.07
26720.75	-4.48	130.4	6126.	27.18	887.	.039	.13	130.7	6124.	27.24
26721.75	-4.05	127.7	5909.	26.05	501.	.023	.29	128.1	5911.	26.13
26722.75	-4.33	125.1	5695.	24.99	926.	.042	.49	125.5	5701.	25.09
26723.75	-4.13	122.7	5485.	24.05	932.	.040	.67	123.1	5495.	24.16
26724.75	-3.55	120.4	5260.	23.15	436.	.018	.80	120.8	5293.	23.27
26725.75	-4.61	118.2	5078.	22.31	1760.	.073	1.02	118.7	5094.	22.45
26726.75	-3.43	115.8	4861.	21.40	594.	.024	1.23	116.3	4900.	21.55
26727.75	-3.67	113.8	4667.	20.69	975.	.039	1.35	114.4	4708.	20.84
26728.75	-3.53	111.8	4497.	19.95	901.	.036	1.51	112.4	4521.	20.12
26729.75	-3.36	109.5	4311.	19.14	844.	.034	1.69	110.1	4337.	19.32
26730.75	-3.84	107.7	4127.	18.53	1503.	.058	1.87	108.4	4155.	18.71
26731.75	-3.99	105.0	3948.	17.62	1799.	.071	2.22	105.7	3978.	17.81
26732.75	-2.42	103.5	3773.	17.12	153.	.006	2.30	104.3	3804.	17.32
26733.75	-4.02	101.5	3600.	16.46	2029.	.080	2.53	102.3	3632.	16.66
26734.75	-3.71	99.1	3431.	15.69	1806.	.071	2.87	99.9	3465.	15.91
26735.75	-3.53	96.8	3265.	14.97	1732.	.067	3.17	97.6	3301.	15.19
26736.75	-3.90	94.9	3103.	14.39	2223.	.086	3.47	95.8	3140.	14.62
26737.75	-3.28	92.4	2945.	13.64	1665.	.063	3.79	93.3	2984.	13.87
26738.75	-4.13	90.5	2789.	13.08	2717.	.102	4.12	91.4	2829.	13.31
26739.75	-3.28	88.3	2639.	12.44	1839.	.070	4.44	89.2	2680.	12.69
26740.75	-3.05	86.8	2492.	12.03	1674.	.062	4.64	87.8	2533.	12.28
26741.75	-4.70	84.3	2347.	11.36	3627.	.135	5.06	85.4	2389.	11.61
26742.75	-3.07	82.0	2207.	10.75	1888.	.070	5.42	83.1	2250.	11.01
26743.75	-3.36	80.4	2071.	10.32	2282.	.086	5.68	81.5	2113.	10.58
26744.75	-3.90	77.7	1937.	9.64	2982.	.112	6.08	78.8	1980.	9.90
26745.75	-3.89	75.7	1807.	9.15	3062.	.115	6.45	76.9	1850.	9.41
26746.75	-4.18	73.2	1682.	8.57	3488.	.128	6.88	74.4	1725.	8.83
26747.75	-3.60	70.9	1561.	8.03	2919.	.107	7.26	72.1	1604.	8.29
26748.75	-3.76	68.5	1442.	7.51	3189.	.118	7.71	69.8	1485.	7.77
26750.00	-4.09	65.7	1300.	6.90	3664.	.134	8.11	67.1	1342.	7.17
26751.00	-4.65	63.3	1191.	6.40	4368.	.161	8.55	64.6	1233.	6.66
26752.00	-4.09	60.4	1087.	5.82	3843.	.138	8.98	61.8	1129.	6.08
26753.00	-3.96	58.1	986.	5.39	3763.	.137	9.35	59.5	1027.	5.64
26754.00	-4.12	56.2	891.	5.04	3988.	.148	9.69	57.6	929.	5.29
26755.00	-5.22	52.8	798.	4.46	5327.	.196	10.17	54.4	837.	4.71
26756.00	-4.95	50.4	711.	4.06	5089.	.188	10.58	52.0	749.	4.31
26757.00	-5.10	46.9	630.	3.51	5358.	.193	11.03	48.5	667.	3.75
26758.00	-4.31	44.3	552.	3.14	4545.	.161	11.38	46.0	588.	3.37
26759.00	-5.14	41.5	479.	2.75	5537.	.201	11.75	43.2	514.	2.97
26760.00	-4.34	38.6	412.	2.38	4722.	.164	12.10	40.3	445.	2.59
26761.00	-4.82	36.3	349.	2.11	5312.	.184	12.39	38.1	379.	2.31
26762.00	-5.38	32.7	291.	1.71	5990.	.218	12.74	34.5	320.	1.90
26763.00	-4.74	30.1	237.	1.45	5313.	.197	13.02	32.0	264.	1.63
26764.00	-5.27	26.9	189.	1.15	5958.	.225	13.30	28.8	214.	1.32
26764.98	-2.62	24.4	147.	.95	3068.	.105	13.45	26.3	169.	1.10

TEST NO. 26A MARK II ANTISKID/SOMMERS TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
40000.LBS	39436.LBS	27.545 IN HG	15.8 C	4.2 KTS	280.0 DEG MAG

	---------------------	-------TEST DAY	--------	--------	--------	--------		----STANDARD DAY	----	----
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
25002.87	-4.60	151.9	7394.	40.27	0.	0.000	0.00	149.3	7264.	39.47
25003.75	-4.68	149.4	7170.	38.98	0.	0.000	0.00	146.9	7041.	38.19
25004.75	-4.49	146.7	6921.	37.58	0.	0.000	0.00	144.2	6792.	36.80
25005.75	-4.23	144.2	6675.	36.32	265.	.012	.02	141.7	6548.	35.54
25006.75	-4.41	141.4	6434.	34.88	625.	.027	.20	138.8	6308.	34.11
25007.75	-3.81	139.3	6197.	33.86	108.	.004	.22	136.7	6073.	33.10
25008.75	-4.40	136.6	5964.	32.59	999.	.041	.42	134.1	5841.	31.83
25009.75	-4.26	134.3	5736.	31.48	1000.	.040	.61	131.7	5614.	30.73
25010.75	-3.89	131.5	5512.	30.21	742.	.029	.86	129.0	5391.	29.47
25011.75	-4.06	129.4	5291.	29.25	1066.	.041	1.02	126.9	5173.	28.52
25012.75	-4.12	127.0	5075.	28.14	1307.	.049	1.29	124.4	4958.	27.41
25013.75	-4.27	124.3	4863.	26.97	1667.	.062	1.64	121.8	4747.	26.26
25014.75	-3.88	122.1	4655.	26.03	1303.	.048	1.90	119.6	4542.	25.32
25015.75	-4.11	119.6	4451.	24.99	1738.	.064	2.22	117.1	4340.	24.30
25016.75	-4.22	117.2	4251.	23.97	2025.	.074	2.61	114.7	4141.	23.28
25017.75	-4.11	114.8	4055.	23.02	2040.	.075	2.98	112.3	3948.	22.34
25018.75	-4.36	112.2	3864.	21.98	2496.	.091	3.45	109.7	3758.	21.31
25019.75	-4.05	109.7	3676.	21.01	2254.	.081	3.88	107.2	3573.	20.35
25020.75	-3.84	107.5	3493.	20.19	2119.	.075	4.26	105.1	3392.	19.55
25021.75	-4.12	104.9	3314.	19.21	2575.	.093	4.73	102.4	3215.	18.57
25022.75	-3.62	102.8	3139.	18.45	2083.	.074	5.10	100.3	3042.	17.82
25023.75	-3.80	100.5	2967.	17.63	2411.	.086	5.50	98.0	2873.	17.01
25024.75	-4.24	98.1	2799.	16.79	3068.	.108	5.98	95.6	2708.	16.18
25025.75	-4.12	95.9	2636.	16.05	3043.	.107	6.45	93.4	2547.	15.45
25026.75	-4.56	93.0	2477.	15.09	3706.	.131	7.03	90.5	2390.	14.51
25027.75	-4.65	90.4	2322.	14.25	3940.	.137	7.61	87.9	2238.	13.68
25028.75	-4.16	87.5	2172.	13.38	3452.	.120	8.18	85.1	2090.	12.82
25029.75	-4.13	85.4	2026.	12.72	3503.	.122	8.65	82.9	1947.	12.18
25030.75	-4.45	82.7	1884.	11.93	4016.	.139	9.22	80.2	1808.	11.40
25031.75	-4.06	80.3	1747.	11.24	3637.	.124	9.72	77.8	1673.	10.72
25032.75	-4.92	77.3	1613.	10.44	4805.	.164	10.32	74.9	1542.	9.94
25033.75	-4.76	74.7	1485.	9.74	4716.	.161	10.90	72.3	1416.	9.24
25034.75	-4.71	71.8	1361.	9.00	4748.	.164	11.50	69.4	1296.	8.52
25035.75	-4.75	69.0	1242.	8.32	4895.	.168	12.06	66.6	1180.	7.86
25036.75	-5.05	66.2	1128.	7.64	5369.	.180	12.64	63.8	1068.	7.20
25037.75	-4.54	63.2	1020.	6.96	4837.	.164	13.19	60.8	963.	6.54
25038.75	-4.91	60.4	914.	6.37	5379.	.180	13.72	58.0	860.	5.96
25039.75	-5.00	57.5	815.	5.78	5575.	.186	14.26	55.1	764.	5.38
25040.75	-4.72	54.8	720.	5.24	5310.	.177	14.75	52.4	673.	4.86
25041.75	-5.55	51.9	630.	4.70	6419.	.210	15.27	49.5	586.	4.34
25042.75	-5.78	48.4	545.	4.09	6769.	.230	15.82	46.1	504.	3.76
25043.75	-6.49	44.8	466.	3.50	7736.	.258	16.40	42.4	428.	3.18
25044.75	-5.68	41.3	394.	2.98	6828.	.222	16.90	38.9	359.	2.69
25045.75	-5.87	37.7	328.	2.48	7133.	.234	17.36	35.4	295.	2.21
25046.75	-5.79	34.3	267.	2.06	7108.	.230	17.78	32.0	237.	1.81
25047.75	-5.50	30.9	212.	1.67	6791.	.229	18.15	28.6	186.	1.45
25048.75	-4.60	27.7	162.	1.34	5758.	.187	18.46	25.3	140.	1.14
25049.17	-3.30	26.8	145.	1.26	4199.	.130	18.49	24.5	125.	1.06

TEST NO. 26B MARK II ANTISKID/SOMMERS TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
36000.LBS	35786.LBS	27.545 IN HG	19.0 C	1.6 KTS	276.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
27116.00	-4.40	138.8	6123.	30.50	299.	.015	.02	136.2	5941.	29.57
27117.00	-4.27	136.3	5891.	29.42	343.	.016	.07	133.7	5714.	28.51
27118.00	-4.70	133.6	5663.	28.27	1023.	.047	.25	131.1	5492.	27.38
27119.00	-4.36	130.8	5440.	27.10	806.	.037	.47	128.3	5274.	26.24
27120.00	-3.76	128.4	5221.	26.14	326.	.014	.56	126.0	5061.	25.31
27121.00	-4.52	125.9	5006.	25.13	1331.	.057	.78	123.5	4851.	24.32
27122.00	-3.63	123.6	4795.	24.21	494.	.021	.94	121.3	4646.	23.43
27123.00	-3.94	121.4	4589.	23.33	990.	.040	1.10	119.0	4444.	22.57
27124.00	-3.99	119.1	4386.	22.47	1145.	.048	1.32	116.8	4247.	21.73
27125.00	-3.90	116.7	4187.	21.57	1197.	.049	1.56	114.4	4053.	20.85
27126.00	-3.85	114.4	3992.	20.73	1267.	.052	1.80	112.1	3863.	20.03
27127.00	-4.02	112.1	3801.	19.91	1586.	.066	2.07	109.9	3677.	19.23
27128.00	-4.12	109.6	3613.	19.01	1883.	.075	2.42	107.3	3494.	18.36
27129.00	-4.32	107.3	3431.	18.22	2264.	.089	2.78	105.1	3316.	17.59
27130.00	-3.97	104.6	3252.	17.34	2024.	.078	3.18	102.5	3142.	16.73
27131.00	-4.15	102.3	3077.	16.58	2339.	.089	3.55	100.2	2972.	15.99
27132.00	-4.19	99.8	2907.	15.78	2497.	.097	3.97	97.7	2806.	15.21
27133.00	-4.27	97.3	2740.	15.00	2724.	.103	4.40	95.2	2644.	14.46
27134.00	-4.02	94.7	2578.	14.20	2573.	.097	4.85	92.6	2487.	13.68
27135.00	-4.41	92.6	2420.	13.57	3102.	.115	5.26	90.5	2333.	13.07
27136.00	-4.26	89.6	2266.	12.72	3070.	.114	5.77	87.6	2184.	12.23
27137.00	-4.14	87.4	2117.	12.09	3039.	.112	6.20	85.4	2039.	11.62
27138.00	-4.22	84.9	1971.	11.41	3243.	.118	6.66	82.9	1897.	10.96
27139.00	-4.40	82.4	1830.	10.75	3521.	.131	7.13	80.5	1761.	10.32
27140.00	-4.16	79.8	1694.	10.08	3372.	.122	7.60	77.9	1628.	9.67
27141.00	-4.85	77.1	1561.	9.42	4228.	.156	8.11	75.3	1499.	9.03
27142.00	-4.82	74.1	1433.	8.71	4295.	.159	8.66	72.3	1375.	8.34
27143.00	-4.34	71.5	1311.	8.11	3857.	.143	9.15	69.8	1256.	7.76
27144.00	-4.93	68.8	1192.	7.50	4620.	.165	9.65	67.1	1142.	7.17
27145.00	-4.00	65.9	1079.	6.89	3669.	.134	10.13	64.2	1032.	6.57
27146.00	-5.36	63.5	969.	6.38	5262.	.191	10.61	61.8	926.	6.09
27147.00	-5.61	59.7	865.	5.65	5648.	.205	11.22	58.1	825.	5.38
27148.00	-5.06	56.7	767.	5.10	5123.	.185	11.71	55.1	730.	4.85
27149.00	-5.64	53.6	673.	4.55	5857.	.210	12.23	52.0	640.	4.31
27150.00	-4.88	50.6	585.	4.06	5082.	.183	12.69	49.1	555.	3.84
27151.00	-5.77	47.5	502.	3.58	5155.	.220	13.15	46.0	475.	3.37
27152.00	-5.90	44.0	425.	3.06	6374.	.231	13.63	42.5	401.	2.88
27153.00	-6.35	40.4	354.	2.59	6364.	.243	14.09	39.0	333.	2.43
27154.00	-6.16	36.6	289.	2.12	6818.	.245	14.53	35.2	270.	1.98
27155.00	-6.88	32.9	230.	1.72	7672.	.285	14.95	31.6	214.	1.59
27156.00	-5.91	29.0	178.	1.33	6675.	.238	15.30	27.7	165.	1.22
27157.00	-6.99	25.1	131.	1.00	7918.	.294	15.63	23.8	120.	.91
27157.50	-4.54	23.0	112.	.84	5235.	.188	15.70	21.8	102.	.76

TEST NO. 27A MARK II ANTISKID/SOMMERS TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	43200.LBS	27.747 IN HG	12.1 C	3.9 KTS	248.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KIAS	DIST	KE
23665.85	-3.70	148.1	6933.	41.95	0.	0.000	0.00	144.4	6583.	39.69
23666.75	-4.37	145.9	6710.	40.70	811.	.031	.09	142.2	6366.	38.47
23667.75	-4.20	143.5	6466.	39.39	775.	.028	.24	139.8	6130.	37.20
23668.75	-4.62	140.7	6226.	37.87	1469.	.054	.56	137.0	5897.	35.73
23669.75	-3.83	138.3	5991.	36.59	660.	.023	.76	134.6	5670.	34.50
23670.75	-4.25	135.9	5759.	35.30	1357.	.047	1.03	132.2	5446.	33.24
23671.75	-4.07	133.5	5532.	34.06	1292.	.044	1.32	129.8	5226.	32.05
23672.75	-3.61	131.0	5309.	32.82	786.	.027	1.57	127.3	5011.	30.85
23673.75	-4.18	128.9	5089.	31.77	1720.	.058	1.83	125.2	4799.	29.83
23674.75	-4.08	126.4	4874.	30.53	1744.	.058	2.22	122.7	4591.	28.64
23675.75	-3.89	124.0	4663.	29.41	1716.	.057	2.57	120.3	4388.	27.55
23676.75	-3.26	121.9	4455.	28.41	1183.	.036	2.86	118.2	4189.	26.59
23677.75	-4.57	119.8	4251.	27.46	3065.	.092	3.28	116.1	3993.	25.68
23678.75	-3.99	116.9	4051.	26.12	2458.	.073	3.89	113.2	3800.	24.39
23679.75	-4.33	114.8	3855.	25.22	3005.	.090	4.36	111.2	3613.	23.53
23680.75	-3.98	112.1	3664.	24.02	2715.	.080	4.95	108.4	3429.	22.37
23681.75	-3.64	110.0	3477.	23.16	2361.	.069	5.36	106.4	3250.	21.54
23682.75	-4.29	107.5	3293.	22.12	3328.	.101	5.92	103.9	3073.	20.54
23683.75	-4.56	105.1	3113.	21.12	3841.	.114	6.55	101.4	2901.	19.58
23684.75	-4.53	102.4	2939.	20.04	3925.	.116	7.23	98.7	2734.	18.55
23685.75	-4.92	99.5	2768.	18.92	4593.	.135	7.98	95.8	2571.	17.48
23686.75	-4.16	96.7	2603.	17.88	3687.	.108	8.65	93.0	2412.	16.48
23687.75	-4.24	94.3	2441.	16.99	3914.	.114	9.26	90.6	2258.	15.63
23688.75	-4.58	91.8	2284.	16.11	4478.	.131	9.91	88.1	2109.	14.79
23689.75	-4.49	88.9	2132.	15.12	4470.	.132	10.62	85.3	1964.	13.84
23690.75	-4.39	86.5	1984.	14.30	4442.	.131	11.25	82.8	1824.	13.06
23691.75	-5.50	83.4	1840.	13.30	6048.	.179	12.04	79.8	1687.	12.11
23692.75	-4.93	80.2	1702.	12.30	5388.	.164	12.83	76.6	1555.	11.16
23693.75	-4.68	77.5	1569.	11.48	5150.	.156	13.51	73.8	1429.	10.38
23694.75	-4.76	74.6	1441.	10.64	5384.	.157	14.19	71.0	1308.	9.59
23695.75	-5.19	71.5	1317.	9.78	6063.	.178	14.91	67.9	1191.	8.77
23696.75	-4.55	68.8	1199.	9.04	5293.	.155	15.55	65.1	1079.	8.08
23697.75	-4.82	66.3	1085.	8.42	5732.	.169	16.15	62.7	974.	7.49
23698.75	-5.47	63.0	976.	7.58	6698.	.200	16.86	59.3	871.	6.70
23699.75	-5.11	59.9	872.	6.86	6318.	.185	17.52	56.3	774.	6.03
23700.75	-5.15	56.7	774.	6.15	6449.	.191	18.16	53.1	682.	5.37
23701.75	-5.07	53.8	681.	5.54	6423.	.188	18.73	50.2	596.	4.81
23702.75	-5.42	50.5	592.	4.88	6972.	.205	19.34	46.9	514.	4.19
23703.75	-4.98	47.8	510.	4.37	6448.	.190	19.86	44.2	439.	3.72
23704.75	-5.82	44.4	432.	3.78	7648.	.226	20.42	40.9	368.	3.18
23705.75	-6.45	40.8	360.	3.18	8566.	.255	21.00	37.2	302.	2.63
23706.75	-5.92	36.9	294.	2.61	7936.	.233	21.54	33.4	243.	2.12
23707.70	-3.75	33.9	238.	2.20	5058.	.153	21.82	30.4	193.	1.76

TEST NO. 27B MARK II ANTISKID/SOMMERS TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	38350.LBS	27.753 IN HG	14.2 C	5.7 KTS	230.0 DEG MAG

	-----	-----	-----	TEST DAY	-----	-----	-----	----	STANDARD DAY	----
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
26042.34	-3.65	143.1	6322.	34.76	0.	0.000	0.00	136.5	5731.	31.33
26043.25	-4.51	141.0	6103.	33.73	820.	.036	.09	134.3	5527.	30.36
26044.25	-4.61	138.2	5868.	32.43	1078.	.047	.33	131.6	5306.	29.14
26045.25	-4.34	135.3	5637.	31.09	1030.	.043	.62	128.7	5088.	27.88
26046.25	-3.88	133.2	5411.	30.13	603.	.025	.75	126.6	4878.	26.98
26047.25	-4.21	130.5	5188.	28.93	1172.	.047	1.00	124.0	4669.	25.87
26048.25	-4.01	128.2	4970.	27.88	1098.	.043	1.25	121.6	4466.	24.89
26049.25	-4.12	125.7	4755.	26.85	1385.	.054	1.53	119.2	4266.	23.92
26050.25	-4.23	123.4	4545.	25.84	1689.	.065	1.84	116.9	4070.	22.98
26051.25	-4.19	120.7	4339.	24.71	1827.	.069	2.24	114.2	3878.	21.93
26052.25	-3.93	118.5	4138.	23.84	1682.	.062	2.55	112.0	3692.	21.12
26053.25	-4.12	115.9	3940.	22.81	2098.	.075	2.97	109.5	3508.	20.16
26054.25	-4.51	113.4	3746.	21.84	2761.	.096	3.44	107.0	3329.	19.26
26055.25	-3.74	110.9	3557.	20.87	1990.	.068	3.89	104.5	3154.	18.36
26056.25	-4.40	108.7	3371.	20.06	2883.	.099	4.32	102.3	2983.	17.61
26057.25	-4.63	105.8	3190.	18.99	3316.	.114	4.93	99.4	2815.	16.62
26058.25	-4.50	103.2	3014.	18.09	3273.	.111	5.49	96.9	2653.	15.79
26059.25	-3.97	100.6	2842.	17.17	2783.	.093	6.01	94.2	2495.	14.94
26060.25	-4.24	98.3	2674.	16.41	3197.	.108	6.49	92.0	2341.	14.24
26061.25	-4.40	95.5	2511.	15.50	3508.	.120	7.08	89.3	2191.	13.40
26062.25	-3.83	93.2	2352.	14.76	2939.	.099	7.56	87.0	2046.	12.72
26063.25	-4.62	90.6	2196.	13.93	3984.	.134	8.13	84.3	1904.	11.96
26064.25	-4.77	87.9	2046.	13.10	4271.	.145	8.76	81.6	1767.	11.20
26065.25	-3.84	85.2	1900.	12.33	3273.	.108	9.30	79.0	1635.	10.50
26066.25	-4.24	82.9	1758.	11.68	3841.	.127	9.79	76.7	1507.	9.91
26067.25	-5.30	79.9	1620.	10.85	5210.	.174	10.45	73.7	1382.	9.15
26068.25	-4.52	77.1	1488.	10.09	4359.	.150	11.06	70.9	1262.	8.47
26069.25	-4.89	74.3	1360.	9.37	4913.	.166	11.66	68.1	1147.	7.81
26070.25	-4.64	71.5	1237.	8.69	4716.	.155	12.24	65.4	1037.	7.20
26071.25	-5.57	68.6	1118.	7.98	5908.	.199	12.87	62.5	931.	6.56
26072.25	-5.28	65.2	1006.	7.21	5666.	.189	13.53	59.1	830.	5.87
26073.25	-4.95	62.3	898.	6.58	5356.	.180	14.11	56.2	735.	5.31
26074.25	-5.20	59.2	796.	5.95	5733.	.195	14.67	53.2	646.	4.76
26075.25	-5.98	55.6	698.	5.24	6761.	.227	15.31	49.6	559.	4.13
26076.25	-5.48	52.4	607.	4.66	6244.	.211	15.87	46.4	480.	3.62
26077.25	-6.08	49.0	521.	4.07	7048.	.234	16.44	43.0	406.	3.11
26078.25	-5.58	45.5	442.	3.52	6533.	.213	16.97	39.6	338.	2.64
26079.25	-5.92	42.1	367.	3.01	7005.	.229	17.46	36.2	275.	2.21
26080.25	-6.43	38.7	299.	2.54	7660.	.261	17.94	32.8	218.	1.81
26081.25	-7.48	34.3	237.	1.99	8989.	.305	18.46	28.4	166.	1.36
26082.25	-6.48	30.3	183.	1.56	7853.	.269	18.89	24.5	122.	1.01
26083.25	-7.29	26.2	135.	1.16	8876.	.304	19.29	20.4	84.	.70
26084.25	-4.54	22.2	94.	.84	5639.	.195	19.57	16.4	54.	.45
26084.54	-3.41	21.7	84.	.80	4350.	.134	19.58	16.0	47.	.43

TEST NO. 27C MARK II ANTISKID/SOMMERS TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
34000.LBS	34550.LBS	27.757 IN HG	16.0 C	5.2 KTS	230.0 DEG MAG

	---TEST DAY---							----STANDARD DAY----		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
28087.14	-4.14	135.0	5493.	27.86	346.	.016	.01	128.1	4894.	24.68
28088.00	-4.53	132.8	5298.	26.95	914.	.043	.16	125.9	4715.	23.84
28089.00	-3.95	130.1	5076.	25.90	470.	.021	.32	123.3	4511.	22.88
28090.00	-4.07	127.9	4859.	25.03	719.	.033	.42	121.1	4311.	22.07
28091.00	-4.66	125.3	4645.	24.02	1523.	.068	.68	118.5	4115.	21.15
28092.00	-4.55	122.5	4436.	22.95	1556.	.069	1.02	115.8	3923.	20.17
28093.00	-3.98	120.0	4231.	22.04	1125.	.049	1.27	113.3	3735.	19.33
28094.00	-4.23	117.7	4031.	21.20	1571.	.066	1.53	111.1	3553.	18.56
28095.00	-4.47	115.0	3834.	20.24	2013.	.083	1.90	108.4	3373.	17.68
28096.00	-4.79	112.2	3642.	19.25	2488.	.103	2.37	105.6	3197.	16.78
28097.00	-4.10	109.6	3455.	18.38	1963.	.077	2.76	103.1	3027.	15.98
28098.00	-4.53	106.9	3272.	17.47	2564.	.101	3.21	100.3	2859.	15.15
28099.00	-3.94	104.6	3094.	16.72	2042.	.080	3.59	98.0	2698.	14.47
28100.00	-5.08	101.7	2920.	15.83	3440.	.132	4.12	95.3	2539.	13.66
28101.00	-4.38	99.0	2751.	15.00	2798.	.108	4.62	92.6	2386.	12.90
28102.00	-4.47	96.2	2586.	14.15	3031.	.116	5.12	89.8	2236.	12.14
28103.00	-4.31	93.9	2425.	13.49	2930.	.114	5.55	87.6	2092.	11.54
28104.00	-4.68	91.1	2269.	12.70	3476.	.130	6.08	84.8	1950.	10.82
28105.00	-4.07	88.6	2117.	12.02	2916.	.111	6.53	82.4	1814.	10.21
28106.00	-4.45	86.2	1970.	11.36	3434.	.128	6.99	79.9	1683.	9.62
28107.00	-4.68	83.2	1827.	10.60	3786.	.143	7.53	77.0	1554.	8.93
28108.00	-4.19	80.7	1688.	9.95	3365.	.125	8.01	74.5	1430.	8.35
28109.00	-4.55	78.4	1554.	9.39	3828.	.144	8.46	72.2	1312.	7.85
28110.00	-5.43	75.3	1424.	8.67	4864.	.188	9.04	69.2	1196.	7.20
28111.00	-4.99	72.2	1299.	7.97	4506.	.172	9.62	66.1	1085.	6.58
28112.00	-4.56	69.4	1180.	7.37	4125.	.160	10.11	63.4	980.	6.05
28113.00	-5.18	66.6	1065.	6.78	4892.	.184	10.63	60.6	878.	5.52
28114.00	-4.72	63.6	956.	6.19	4483.	.169	11.14	57.7	783.	5.00
28115.00	-4.52	60.9	851.	5.67	4349.	.164	11.59	55.0	691.	4.55
28116.00	-5.79	58.0	750.	5.14	5773.	.226	12.10	52.1	604.	4.09
28117.00	-5.88	54.2	655.	4.50	5982.	.226	12.67	48.4	521.	3.53
28118.00	-5.86	50.9	566.	3.97	6029.	.235	13.18	45.1	445.	3.07
28119.00	-6.29	47.2	483.	3.41	6588.	.245	13.71	41.5	374.	2.59
28120.00	-5.75	43.7	407.	2.92	6090.	.226	14.18	38.0	309.	2.17
28121.00	-6.09	40.2	336.	2.47	6528.	.238	14.62	34.6	249.	1.80
28122.00	-6.32	36.6	271.	2.05	6828.	.257	15.04	31.0	196.	1.45
28123.00	-6.29	32.8	212.	1.65	6868.	.251	15.43	27.3	148.	1.12
28124.00	-6.95	28.9	160.	1.28	7607.	.299	15.80	23.4	107.	.83
28125.00	-6.80	24.9	115.	.95	7501.	.293	16.13	19.5	72.	.57
28126.00	-7.92	20.4	76.	.64	8766.	.332	16.44	15.0	43.	.34
28127.00	-4.55	16.3	46.	.41	5186.	.196	16.62	11.0	22.	.18
28127.14	-4.06	16.0	42.	.39	4667.	.175	16.62	10.7	20.	.17

TEST NO. 28A MARK III ANTISKID/SUMMERS TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	43500.LBS	27.760 IN HG	12.6 C	5.3 KTS	285.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
22962.89	-4.38	153.4	7246.	45.34	0.	0.000	0.00	150.2	6876.	42.92
22963.75	-4.72	151.0	7025.	43.94	0.	0.000	0.00	147.8	6663.	41.57
22964.75	-3.97	148.4	6773.	42.42	0.	0.000	0.00	145.2	6420.	40.11
22965.75	-4.57	146.0	6524.	41.06	0.	0.000	0.00	142.8	6181.	38.80
22966.75	-4.10	143.2	6280.	39.49	0.	0.000	0.00	140.0	5946.	37.29
22967.75	-3.61	141.2	6040.	38.39	280.	.009	.02	138.0	5716.	36.24
22968.75	-4.28	138.7	5803.	37.03	1184.	.042	.26	135.5	5489.	34.93
22969.75	-4.10	136.4	5572.	35.65	1113.	.038	.47	133.2	5267.	33.80
22970.75	-4.05	133.7	5344.	34.42	1245.	.042	.81	130.5	5048.	32.43
22971.75	-4.07	131.7	5120.	33.40	1397.	.046	1.03	128.5	4834.	31.45
22972.75	-4.84	128.8	4900.	31.95	2665.	.086	1.55	125.7	4622.	30.06
22973.75	-4.24	126.1	4685.	30.62	2018.	.065	2.04	123.0	4416.	28.78
22974.75	-4.30	123.7	4474.	29.47	2342.	.074	2.48	120.6	4214.	27.67
22975.75	-4.29	121.0	4267.	28.18	2604.	.078	3.04	117.8	4016.	26.44
22976.75	-3.96	118.6	4065.	27.08	2297.	.068	3.50	115.5	3823.	25.39
22977.75	-4.28	116.1	3867.	25.95	2877.	.084	4.04	113.0	3634.	24.30
22978.75	-4.42	113.5	3673.	24.80	3208.	.095	4.65	110.4	3448.	23.21
22979.75	-3.75	111.2	3484.	23.81	2425.	.070	5.14	108.1	3268.	22.26
22980.75	-4.29	108.8	3298.	22.80	3268.	.097	5.68	105.8	3091.	21.29
22981.75	-4.24	106.2	3117.	21.71	3328.	.099	6.29	103.2	2918.	20.26
22982.75	-4.66	103.7	2939.	20.69	4041.	.118	6.94	100.6	2748.	19.28
22983.75	-4.07	101.0	2767.	19.63	3377.	.098	7.59	97.9	2584.	18.26
22984.75	-4.59	98.6	2599.	18.71	4184.	.123	8.22	95.6	2424.	17.39
22985.75	-4.61	95.5	2435.	17.58	4350.	.127	8.96	92.6	2268.	16.31
22986.75	-4.88	92.6	2276.	16.59	4835.	.141	9.69	89.9	2117.	15.37
22987.75	-5.11	89.7	2121.	15.50	5273.	.156	10.48	86.8	1970.	14.34
22988.75	-4.96	86.8	1972.	14.49	5194.	.152	11.27	83.8	1828.	13.37
22989.75	-4.66	84.1	1828.	13.62	4884.	.146	11.96	81.2	1692.	12.55
22990.75	-5.11	81.1	1689.	12.65	5616.	.166	12.71	78.2	1559.	11.63
22991.75	-4.61	78.2	1554.	11.78	5048.	.149	13.41	75.3	1432.	10.80
22992.75	-4.83	75.5	1424.	10.98	5450.	.158	14.08	72.7	1310.	10.05
22993.75	-4.79	72.6	1300.	10.16	5497.	.160	14.76	69.8	1192.	9.27
22994.75	-5.78	69.4	1180.	9.26	6934.	.206	15.53	66.5	1079.	8.42
22995.75	-5.60	65.9	1065.	8.37	6811.	.198	16.32	63.1	971.	7.58
22996.75	-4.92	62.9	957.	7.61	5990.	.177	16.98	60.1	869.	6.87
22997.75	-5.75	59.9	553.	6.90	7204.	.207	17.66	57.1	771.	6.20
22998.75	-5.67	56.5	755.	6.15	7192.	.206	18.36	53.7	680.	5.50
22999.75	-5.82	53.0	562.	5.40	7484.	.216	19.03	50.2	593.	4.80
23000.75	-6.25	49.4	575.	4.70	8156.	.234	19.71	46.7	512.	4.15
23001.75	-4.79	46.3	496.	4.12	6252.	.181	20.26	43.6	438.	3.61
23002.54	-3.92	43.9	435.	3.71	5163.	.140	20.50	41.2	382.	3.23

TEST NO. 286 MARK III ANTISKID/SUMMERS TIRES/WET RUNWAY

STAND. WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	38500.LBS	27.765 IN HG	16.9 C	3.0 KTS	270.0 DEG MAG

	-----	-----	-----	TEST DAY	-----	-----	-----	----	STANDARD DAY	----
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
25008.91	-3.84	134.2	5841.	33.04	0.	0.000	0.00	135.4	5460.	30.82
25009.75	-4.31	137.1	5545.	32.05	701.	.029	.10	133.3	5275.	29.88
25010.75	-3.98	134.6	5416.	30.90	449.	.019	.22	130.8	5058.	28.79
25011.75	-4.37	132.1	5196.	29.74	1101.	.045	.43	128.3	4844.	27.69
25012.75	-3.53	130.0	4970.	28.79	267.	.010	.52	126.2	4636.	26.79
25013.75	-4.15	127.6	4752.	27.75	1155.	.045	.71	123.9	4431.	25.81
25014.75	-3.82	125.3	4539.	26.75	894.	.035	.91	121.6	4230.	24.87
25015.75	-3.81	123.0	4329.	25.77	1028.	.039	1.12	119.3	4032.	23.94
25016.75	-3.89	120.8	4123.	24.86	1285.	.048	1.35	117.1	3838.	23.08
25017.75	-4.22	118.4	3922.	23.88	1901.	.069	1.70	114.8	3648.	22.15
25018.75	-3.99	115.8	3725.	22.86	1804.	.064	2.08	112.2	3462.	21.19
25019.75	-4.28	113.2	3531.	21.84	2345.	.082	2.52	109.7	3280.	20.23
25020.75	-4.48	110.7	3342.	20.87	2761.	.093	3.02	107.2	3101.	19.32
25021.75	-4.08	108.2	3157.	19.96	2383.	.081	3.47	104.7	2928.	18.46
25022.75	-4.64	105.5	2977.	18.95	3207.	.109	4.01	102.0	2758.	17.51
25023.75	-5.04	102.8	2801.	18.00	3799.	.132	4.62	99.4	2593.	16.61
25024.75	-4.87	99.7	2630.	16.93	3772.	.127	5.29	96.3	2432.	15.60
25025.75	-4.63	96.9	2464.	16.02	3590.	.123	5.88	93.6	2276.	14.75
25026.75	-4.72	94.3	2303.	15.14	3918.	.131	6.47	91.0	2124.	13.92
25027.75	-5.17	91.5	2146.	14.27	4481.	.151	7.10	88.3	1978.	13.11
25028.75	-4.11	88.2	1995.	13.27	3350.	.115	7.73	85.0	1835.	12.17
25029.75	-5.18	86.0	1847.	12.62	4727.	.160	8.27	82.9	1698.	11.55
25030.75	-4.75	82.5	1705.	11.59	4353.	.147	8.96	79.4	1563.	10.59
25031.75	-5.03	80.2	1568.	10.97	4774.	.161	9.53	77.1	1436.	10.01
25032.75	-4.81	76.9	1435.	10.09	4633.	.156	10.18	73.9	1312.	9.18
25033.75	-5.06	74.4	1307.	9.43	5019.	.169	10.76	71.4	1193.	8.57
25034.75	-5.19	70.9	1185.	8.58	5295.	.178	11.44	68.0	1078.	7.77
25035.75	-5.14	68.1	1067.	7.91	5320.	.180	12.02	65.2	969.	7.15
25036.75	-5.91	64.7	955.	7.13	6357.	.213	12.70	61.8	864.	6.43
25037.75	-5.66	61.3	848.	6.41	6156.	.207	13.36	58.5	766.	5.76
25038.75	-5.10	58.1	748.	5.75	5578.	.188	13.94	55.3	673.	5.14
25039.75	-4.72	55.1	653.	5.17	5219.	.170	14.44	52.3	585.	4.61
25040.75	-6.31	52.1	562.	4.63	7191.	.239	15.01	49.4	501.	4.10
25041.75	-6.64	48.1	477.	3.94	7674.	.261	15.64	45.4	423.	3.47
25042.75	-6.07	44.1	399.	3.31	7087.	.238	16.20	41.5	352.	2.90
25043.75	-7.12	40.5	327.	2.80	8410.	.288	16.74	38.0	286.	2.42
25044.75	-6.39	36.6	263.	2.28	7616.	.259	17.24	34.0	227.	1.95
25045.75	-7.31	32.2	204.	1.77	8797.	.297	17.72	29.8	174.	1.49
25046.75	-7.30	28.2	153.	1.36	8842.	.302	18.16	25.9	128.	1.12
25047.75	-2.59	24.6	110.	1.03	3270.	.109	18.37	22.2	90.	.83

TEST NO. 28C MARK III ANTISKID/SOMMERS TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
34000.LBS	34450.LBS	27.759 IN HG	17.7 C	2.6 KTS	225.0 DEG MAG

	-----------------	-TEST DAY-	-----------------					----STANDARD DAY----		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
26988.28	-3.84	131.0	4733.	26.18	119.	.006	.01	126.5	4373.	24.10
26989.25	-4.04	128.7	4525.	25.25	503.	.023	.09	124.2	4174.	23.22
26990.25	-3.98	126.4	4309.	24.36	571.	.026	.20	122.0	3972.	22.39
26991.25	-3.91	124.1	4098.	23.48	611.	.028	.32	119.7	3775.	21.56
26992.25	-4.31	121.6	3891.	22.55	1213.	.054	.53	117.2	3581.	20.69
26993.25	-3.83	119.3	3668.	21.70	831.	.036	.72	115.0	3391.	19.89
26994.25	-4.94	116.7	3488.	20.76	2199.	.094	1.05	112.4	3205.	19.01
26995.25	-4.75	113.8	3294.	19.75	2181.	.094	1.47	109.6	3023.	18.06
26996.25	-4.96	110.8	3104.	18.71	2686.	.108	1.96	106.6	2846.	17.09
26997.25	-5.27	108.0	2919.	17.77	3184.	.127	2.49	103.8	2673.	16.22
26998.25	-4.98	104.7	2740.	16.72	3046.	.120	3.06	100.6	2506.	15.24
26999.25	-5.29	101.9	2566.	15.83	3526.	.137	3.61	97.8	2343.	14.40
27000.25	-5.87	98.5	2397.	14.80	4306.	.167	4.30	94.5	2185.	13.44
27001.25	-5.28	95.3	2233.	13.84	3825.	.147	4.94	91.3	2033.	12.55
27002.25	-5.75	91.9	2075.	12.88	4462.	.175	5.62	88.0	1885.	11.65
27003.25	-4.70	88.9	1923.	12.05	3464.	.133	6.19	85.0	1744.	10.87
27004.25	-5.58	85.8	1775.	11.24	4544.	.172	6.79	82.0	1607.	10.12
27005.25	-5.92	82.3	1633.	10.34	5031.	.195	7.48	78.6	1475.	9.29
27006.25	-5.61	78.8	1497.	9.47	4847.	.183	8.16	75.1	1348.	8.49
27007.25	-5.10	75.8	1367.	8.77	4407.	.168	8.73	72.1	1228.	7.83
27008.25	-5.79	72.6	1241.	8.03	5266.	.196	9.34	69.0	1112.	7.16
27009.25	-5.14	69.2	1122.	7.31	4669.	.177	9.94	65.6	1001.	6.49
27010.25	-5.45	66.3	1008.	6.70	5088.	.198	10.47	62.7	897.	5.93
27011.25	-6.64	62.5	894.	5.96	6476.	.251	11.13	59.0	796.	5.24
27012.25	-5.06	58.9	797.	5.29	4894.	.186	11.70	55.4	702.	4.63
27013.25	-5.33	56.1	699.	4.80	5266.	.199	12.17	52.7	614.	4.18
27014.25	-6.02	52.6	608.	4.21	6089.	.234	12.70	49.2	530.	3.65
27015.25	-6.24	48.9	522.	3.64	6417.	.245	13.24	45.6	452.	3.13
27016.25	-6.53	45.1	442.	3.11	6810.	.262	13.75	41.9	379.	2.64
27017.25	-6.03	41.5	369.	2.63	6352.	.244	14.21	38.3	314.	2.21
27018.25	-6.74	37.7	302.	2.17	7194.	.270	14.66	34.6	253.	1.80
27019.25	-6.34	34.0	242.	1.77	6826.	.261	15.06	31.0	200.	1.44
27020.25	-7.04	29.8	187.	1.35	7647.	.291	15.46	26.8	152.	1.08
27021.25	-4.91	26.1	141.	1.04	5414.	.209	15.75	23.2	111.	.81
27021.83	-3.39	24.7	116.	.93	3841.	.136	15.81	21.8	90.	.72

TEST NO. 29A   MARK III ANTISKID/SOMMERS TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
40000.LBS	40500.LBS	27.693 IN HG	16.6 C	5.2 KTS	225.0 DEG MAG

	-----	-----	-----	-----TEST DAY	-----	-----	-----	----STANDARD	DAY----	
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
23257.87	-3.43	151.7	7441.	41.27	0.	0.000	0.00	144.5	6699.	36.97
23258.75	-4.56	149.8	7216.	40.22	544.	.022	.03	142.6	6492.	35.99
23259.75	-4.02	147.0	6966.	38.76	128.	.005	.16	139.9	6259.	34.63
23260.75	-4.36	144.6	6720.	37.49	716.	.027	.26	137.5	6031.	33.47
23261.75	-3.75	142.2	6478.	36.26	94.	.004	.35	135.1	5807.	32.32
23262.75	-3.82	139.9	6240.	35.11	342.	.013	.40	132.9	5587.	31.26
23263.75	-4.07	137.5	6005.	33.90	823.	.032	.58	130.5	5370.	30.15
23264.75	-3.63	135.5	5775.	32.91	420.	.016	.67	128.5	5159.	29.22
23265.75	-3.18	133.3	5549.	31.86	0.	0.000	.72	126.3	4951.	28.26
23266.75	-4.36	131.4	5325.	30.95	1609.	.059	.90	124.4	4746.	27.42
23267.75	-2.19	129.0	5107.	29.86	0.	0.000	1.03	122.1	4545.	26.41
23268.75	-4.29	127.5	4889.	29.13	1761.	.064	1.17	120.6	4347.	25.74
23269.75	-3.78	124.7	4677.	27.90	1309.	.046	1.57	117.9	4151.	24.60
23270.75	-4.55	122.4	4468.	26.87	2527.	.086	1.97	115.6	3960.	23.66
23271.75	-4.08	119.8	4264.	25.72	2212.	.072	2.46	113.0	3772.	22.60
23272.75	-4.16	117.4	4064.	24.70	2439.	.078	2.92	110.6	3589.	21.66
23273.75	-4.56	114.7	3867.	23.57	3077.	.100	3.49	107.9	3409.	20.63
23274.75	-4.58	111.9	3675.	22.47	3255.	.104	4.10	105.3	3233.	19.62
23275.75	-3.30	109.6	3490.	21.52	1751.	.056	4.53	102.9	3063.	18.76
23276.75	-4.46	107.5	3306.	20.72	3331.	.106	4.99	100.9	2897.	18.02
23277.75	-3.76	105.0	3127.	19.77	2577.	.081	5.51	98.4	2734.	17.15
23278.75	-4.40	102.6	2952.	18.86	3503.	.110	6.06	96.0	2575.	16.32
23279.75	-3.77	100.2	2781.	17.99	2815.	.089	6.58	93.6	2420.	15.53
23280.75	-4.74	97.6	2613.	17.08	4143.	.130	7.19	91.1	2268.	14.70
23281.75	-4.22	95.0	2451.	16.17	3605.	.113	7.80	88.5	2121.	13.88
23282.75	-4.74	92.3	2293.	15.27	4371.	.138	8.45	85.9	1978.	13.06
23283.75	-4.53	89.6	2139.	14.40	4214.	.133	9.08	83.3	1840.	12.27
23284.75	-5.03	86.6	1990.	13.46	4962.	.157	9.80	80.3	1705.	11.42
23285.75	-4.52	84.2	1847.	12.70	4415.	.140	10.41	77.9	1576.	10.74
23286.75	-5.45	80.9	1707.	11.73	5713.	.179	11.16	74.6	1450.	9.86
23287.75	-4.68	78.0	1573.	10.91	4841.	.153	11.83	71.8	1330.	9.13
23288.75	-4.89	75.6	1444.	10.24	5188.	.164	12.44	69.4	1215.	8.53
23289.75	-5.20	72.1	1319.	9.32	5694.	.180	13.16	66.0	1103.	7.71
23290.75	-5.23	69.0	1200.	8.54	5832.	.183	13.85	62.9	997.	7.01
23291.75	-4.80	66.3	1086.	7.87	5374.	.169	14.46	60.2	897.	6.42
23292.75	-4.93	63.3	977.	7.18	5629.	.177	15.07	57.3	800.	5.81
23293.75	-4.99	60.4	872.	6.54	5783.	.182	15.66	54.4	709.	5.24
23294.75	-5.27	57.2	773.	5.87	6222.	.195	16.27	51.3	622.	4.66
23295.75	-5.07	54.0	679.	5.23	6050.	.190	16.85	48.1	541.	4.10
23296.75	-5.40	51.0	590.	4.66	6539.	.205	17.40	45.2	465.	3.61
23297.75	-5.90	47.7	507.	4.08	7240.	.229	17.96	41.9	393.	3.11
23298.75	-6.30	43.9	429.	3.45	7824.	.247	18.55	38.1	326.	2.58
23299.75	-5.94	40.6	358.	2.95	7435.	.235	19.06	34.9	267.	2.16
23300.75	-6.49	36.7	293.	2.42	8197.	.259	19.57	31.1	212.	1.71
23301.75	-6.63	32.9	234.	1.95	8433.	.268	20.04	27.4	163.	1.33
23302.75	-6.19	28.9	181.	1.59	7938.	.252	20.47	23.4	121.	.97
23303.57	-3.16	26.6	144.	1.27	4171.	.128	20.62	21.1	92.	.79

TEST NO. 29B   MARK III ANTISKID/SOMMERS TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
36000.LBS	36375.LBS	27.697 IN HG	18.7 C	4.1 KTS	219.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
25669.13	-4.33	138.3	5721.	30.82	521.	.024	.01	132.0	5182.	27.79
25670.00	-4.02	135.8	5520.	29.71	329.	.015	.18	129.6	4995.	26.76
25671.00	-4.11	133.7	5292.	28.80	595.	.026	.22	127.5	4784.	25.92
25672.00	-4.04	131.0	5069.	27.65	688.	.030	.43	124.9	4577.	24.85
25673.00	-3.27	129.1	4850.	26.84	0.	0.000	.45	123.0	4375.	24.10
25674.00	-3.91	126.9	4633.	25.92	813.	.033	.56	120.8	4175.	23.24
25675.00	-4.81	124.3	4421.	24.90	1986.	.081	.88	118.3	3979.	22.30
25676.00	-4.28	121.6	4213.	23.81	1553.	.063	1.25	115.6	3787.	21.29
25677.00	-4.62	119.0	4010.	22.79	2151.	.085	1.63	113.0	3599.	20.35
25678.00	-4.12	116.5	3811.	21.85	1808.	.068	2.00	110.6	3416.	19.48
25679.00	-4.17	114.1	3617.	20.95	2014.	.074	2.37	108.2	3237.	18.64
25680.00	-4.19	111.5	3427.	20.03	2163.	.081	2.77	105.7	3062.	17.80
25681.00	-4.37	109.1	3240.	19.16	2542.	.091	3.21	103.3	2891.	17.00
25682.00	-4.48	106.4	3058.	18.23	2805.	.101	3.71	100.6	2724.	16.14
25683.00	-4.95	103.7	2881.	17.33	3455.	.124	4.25	98.0	2561.	15.31
25684.00	-5.12	100.5	2709.	16.26	3797.	.138	4.92	94.8	2402.	14.32
25685.00	-4.30	97.8	2541.	15.39	2992.	.107	5.45	92.1	2248.	13.53
25686.00	-4.88	95.2	2378.	14.59	3756.	.137	6.00	89.6	2100.	12.80
25687.00	-5.15	92.1	2221.	13.66	4199.	.152	6.65	86.6	1955.	11.94
25688.00	-5.01	89.1	2067.	12.78	4161.	.150	7.28	83.6	1815.	11.14
25689.00	-4.67	86.2	1920.	11.97	3892.	.140	7.88	80.8	1680.	10.40
25690.00	-3.94	83.7	1777.	11.28	3163.	.113	8.36	78.3	1551.	9.77
25691.00	-5.18	81.1	1637.	10.58	4672.	.166	8.92	75.7	1425.	9.14
25692.00	-4.66	77.8	1503.	9.75	4189.	.151	9.54	72.5	1303.	8.38
25693.00	-5.11	75.3	1374.	9.13	4791.	.173	10.09	70.0	1187.	7.82
25694.00	-5.07	71.9	1250.	8.32	4860.	.174	10.72	66.7	1074.	7.09
25695.00	-5.45	69.0	1131.	7.67	5387.	.190	11.31	63.9	967.	6.50
25696.00	-5.49	65.7	1017.	6.96	5544.	.193	11.93	60.6	865.	5.86
25697.00	-5.37	62.6	909.	6.30	5487.	.197	12.52	57.5	768.	5.27
25698.00	-5.48	59.2	806.	5.65	5713.	.201	13.10	54.2	676.	4.69
25699.00	-5.27	56.2	709.	5.08	5555.	.196	13.63	51.2	590.	4.18
25700.00	-5.70	52.9	617.	4.50	6116.	.219	14.17	48.0	509.	3.67
25701.00	-6.35	49.3	530.	3.91	6939.	.248	14.73	44.4	433.	3.15
25702.00	-5.75	45.6	450.	3.35	6346.	.225	15.25	40.8	362.	2.66
25703.00	-6.00	42.2	376.	2.87	6685.	.244	15.72	37.5	298.	2.24
25704.00	-6.55	38.6	308.	2.40	7377.	.270	16.19	34.0	240.	1.84
25705.00	-6.72	34.6	246.	1.92	7655.	.271	16.65	30.0	186.	1.43
25706.00	-6.79	30.7	191.	1.51	7790.	.279	17.06	26.1	140.	1.09
25707.00	-6.45	26.8	143.	1.16	7467.	.264	17.41	22.3	101.	.80
25708.00	-5.67	22.8	101.	.83	6624.	.241	17.71	18.4	67.	.54
25708.73	-3.32	20.9	74.	.70	3999.	.142	17.80	16.5	48.	.44

TEST NO. 30A MARK III ANTISKID/USAF TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	43000.LBS	27.595 IN HG	17.5 C	7.4 KTS	225.0 DEG MAG

	-----	-----	-----	TEST DAY	-----	-----	-----	-----	STANDARD DAY	-----
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
23679.59	-4.10	159.1	9175.	48.17	0.	0.000	0.00	150.0	8217.	42.83
23680.50	-3.81	157.0	8933.	46.90	0.	0.000	0.00	147.9	7990.	41.64
23681.50	-4.28	154.8	8670.	45.61	0.	0.000	0.00	145.8	7745.	40.45
23682.50	-4.05	152.0	8411.	43.96	104.	.004	.13	143.0	7500.	38.91
23683.50	-3.72	150.0	8156.	42.84	0.	0.000	.13	141.0	7264.	37.87
23684.50	-3.86	147.5	7905.	41.42	310.	.011	.22	138.6	7029.	36.55
23685.50	-3.63	145.4	7657.	40.27	137.	.005	.24	136.5	6800.	35.48
23686.50	-3.75	143.3	7414.	39.11	408.	.015	.30	134.4	6574.	34.40
23687.50	-3.74	141.0	7174.	37.83	561.	.021	.45	132.1	6351.	33.22
23688.50	-3.19	139.0	6938.	36.75	0.	0.000	.48	130.1	6133.	32.22
23689.50	-3.96	136.8	6705.	35.64	1141.	.040	.64	128.0	5917.	31.19
23690.50	-3.89	134.5	6476.	34.43	1213.	.042	.93	125.7	5704.	30.07
23691.50	-4.22	132.2	6251.	33.25	1796.	.062	1.27	123.4	5496.	28.98
23692.50	-3.69	129.5	6030.	31.94	1275.	.043	1.64	120.8	5290.	27.77
23693.50	-3.45	127.6	5813.	30.97	1086.	.037	1.87	118.8	5090.	26.88
23694.50	-3.78	125.6	5600.	30.04	1660.	.056	2.16	116.9	4895.	26.02
23695.50	-4.04	123.1	5390.	28.83	2204.	.073	2.60	114.4	4700.	24.91
23696.50	-4.31	120.5	5184.	27.63	2731.	.088	3.15	111.8	4509.	23.81
23697.50	-2.95	118.5	4983.	26.73	1031.	.033	3.46	109.9	4325.	22.98
23698.50	-3.64	116.6	4784.	25.87	2076.	.066	3.78	108.0	4145.	22.19
23699.50	-4.06	114.2	4589.	24.84	2747.	.089	4.26	105.7	3966.	21.25
23700.50	-3.94	111.9	4398.	23.86	2794.	.086	4.78	103.4	3791.	20.35
23701.50	-4.45	109.4	4211.	22.80	3584.	.112	5.39	100.9	3619.	19.38
23702.50	-3.56	107.0	4029.	21.80	2525.	.078	5.94	98.5	3451.	18.47
23703.50	-3.25	105.2	3850.	21.06	2208.	.068	6.31	96.7	3290.	17.80
23704.50	-4.23	102.9	3674.	20.16	3621.	.110	6.85	94.5	3130.	16.99
23705.50	-3.26	100.8	3502.	19.33	2435.	.074	7.35	92.3	2975.	16.23
23706.50	-3.75	98.8	3334.	18.57	3185.	.096	7.81	90.4	2824.	15.55
23707.50	-4.13	96.1	3170.	17.58	3815.	.113	8.44	87.7	2673.	14.64
23708.50	-3.38	94.0	3009.	16.82	2882.	.088	8.94	85.6	2529.	13.96
23709.50	-4.33	91.8	2852.	16.06	4248.	.127	9.51	83.5	2388.	13.28
23710.50	-3.75	89.2	2700.	15.13	3590.	.106	10.13	80.9	2249.	12.45
23711.50	-3.17	87.3	2551.	14.49	2885.	.086	10.57	79.0	2118.	11.87
23712.50	-3.93	85.4	2405.	13.89	3979.	.118	11.06	77.2	1989.	11.33
23713.50	-3.98	82.8	2263.	13.05	4131.	.124	11.67	74.6	1861.	10.58
23714.50	-3.79	80.7	2125.	12.38	3954.	.119	12.20	72.4	1740.	9.99
23715.50	-3.70	78.4	1991.	11.69	3920.	.117	12.73	70.2	1621.	9.38
23716.50	-3.40	76.2	1861.	11.06	3620.	.104	13.23	68.1	1507.	8.82
23717.50	-3.05	74.5	1734.	10.56	3191.	.095	13.63	66.3	1397.	8.38
23718.50	-3.78	72.2	1610.	9.92	4249.	.124	14.12	64.1	1289.	7.82
23719.50	-3.94	70.0	1489.	9.33	4534.	.132	14.64	61.9	1185.	7.30
23720.50	-2.81	67.8	1373.	8.75	3091.	.090	15.05	59.8	1085.	6.80
23720.64	-2.47	67.6	1358.	8.71	2671.	.077	15.05	59.6	1072.	6.75

TEST NO. 308 MARK III ANTISKID/USAF TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	38200.LBS	27.592 IN HG	20.0 C	5.6 KTS	235.0 DEG MAG

	--------	--------	--------	TEST DAY	--------	--------	--------	----	STANDARD DAY	----
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
26088.73	-3.71	141.7	7082.	33.97	0.	0.000	0.00	133.8	6317.	30.12
26089.50	-4.06	139.9	6898.	33.10	456.	.019	.05	132.0	6147.	29.32
26090.50	-3.92	137.5	6664.	31.98	437.	.018	.17	129.7	5931.	28.28
26091.50	-3.42	135.3	6434.	30.96	14.	.001	.20	127.5	5719.	27.35
26092.50	-3.42	133.4	6207.	30.08	129.	.005	.21	125.6	5511.	26.54
26093.50	-4.28	131.2	5984.	29.10	1294.	.051	.39	123.5	5306.	25.64
26094.50	-3.45	128.7	5765.	28.01	474.	.019	.60	121.0	5104.	24.64
26095.50	-2.91	126.8	5550.	27.20	0.	0.000	.63	119.2	4907.	23.89
26096.50	-3.48	125.0	5337.	26.44	734.	.028	.71	117.4	4713.	23.19
26097.50	-3.60	122.8	5126.	25.51	1043.	.039	.93	115.2	4522.	22.34
26098.50	-3.48	120.7	4922.	24.62	1019.	.039	1.16	113.1	4333.	21.53
26099.50	-3.77	118.8	4720.	23.86	1521.	.056	1.40	111.3	4150.	20.83
26100.50	-4.38	116.1	4522.	22.79	2441.	.088	1.86	108.6	3967.	19.85
26101.50	-3.93	113.7	4328.	21.84	2078.	.073	2.29	106.2	3790.	18.99
26102.50	-4.21	111.4	4136.	20.98	2551.	.087	2.71	104.0	3617.	18.20
26103.50	-4.29	108.5	3952.	19.89	2793.	.096	3.26	101.1	3445.	17.21
26104.50	-2.93	106.7	3771.	19.24	1258.	.044	3.55	99.4	3282.	16.62
26105.50	-4.54	104.3	3593.	18.39	3292.	.112	4.03	97.0	3120.	15.84
26106.50	-3.92	101.8	3419.	17.54	2665.	.091	4.52	94.6	2961.	15.06
26107.50	-3.93	99.4	3249.	16.71	2785.	.095	5.00	92.3	2807.	14.32
26108.50	-3.56	97.5	3083.	16.07	2444.	.082	5.39	90.4	2658.	13.73
26109.50	-4.53	94.8	2920.	15.21	3699.	.125	5.94	87.8	2510.	12.96
26110.50	-3.75	92.5	2763.	14.48	2866.	.098	6.43	85.5	2368.	12.30
26111.50	-3.67	90.1	2609.	13.73	2871.	.097	6.89	83.1	2229.	11.62
26112.50	-4.44	87.9	2458.	13.06	3868.	.132	7.39	80.9	2094.	11.01
26113.50	-3.77	85.2	2312.	12.26	3188.	.108	7.93	78.3	1962.	10.30
26114.50	-3.34	83.4	2170.	11.78	2743.	.093	8.29	76.6	1836.	9.86
26115.50	-4.33	80.9	2031.	11.08	4010.	.133	8.81	74.1	1712.	9.24
26116.50	-4.55	78.5	1897.	10.42	4360.	.147	9.35	71.7	1592.	8.66
26117.50	-3.73	75.5	1767.	9.65	3486.	.117	9.90	68.8	1475.	7.97
26118.50	-4.13	73.6	1641.	9.16	4021.	.137	10.34	66.9	1364.	7.53
26119.50	-3.62	71.1	1519.	8.54	3505.	.117	10.81	64.4	1256.	6.98
26120.50	-4.87	68.7	1399.	7.99	5068.	.166	11.31	62.1	1152.	6.49
26121.50	-3.74	66.2	1286.	7.41	3795.	.126	11.79	59.6	1052.	5.98
26122.50	-4.20	63.9	1176.	6.92	4414.	.146	12.23	57.4	956.	5.55
26123.50	-4.87	61.3	1071.	6.36	5278.	.175	12.75	54.9	864.	5.06
26124.50	-4.42	58.6	970.	5.80	4814.	.162	13.25	52.1	776.	4.57
26125.50	-4.21	55.8	874.	5.26	4642.	.154	13.72	49.4	692.	4.10
26126.50	-4.86	53.3	781.	4.81	5462.	.185	14.17	47.0	613.	3.72
26127.50	-4.40	50.0	694.	4.24	5000.	.167	14.66	43.8	537.	3.22
26128.50	-4.75	47.9	611.	3.88	5464.	.183	15.06	41.7	468.	2.92
26129.50	-4.43	44.7	533.	3.38	5157.	.171	15.49	38.5	402.	2.50
26130.50	-4.69	42.3	459.	3.02	5509.	.185	15.86	36.1	341.	2.20
26131.50	-5.32	39.4	390.	2.63	6311.	.211	16.27	33.3	284.	1.87
26132.50	-4.52	36.3	327.	2.22	5415.	.182	16.63	30.2	232.	1.54
26133.50	-5.36	33.5	267.	1.90	6464.	.213	16.98	27.6	185.	1.28
26134.50	-4.14	30.3	214.	1.56	5057.	.169	17.28	24.4	142.	1.00
26135.50	-2.95	28.4	164.	1.37	3682.	.120	17.45	22.6	106.	.86
26135.58	-2.80	28.3	160.	1.35	3509.	.114	17.45	22.4	103.	.85

TEST NO. 30C

MARK III ANTISKID/USAF TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
34000.LBS	34200.LBS	27.590 IN HG	22.2 C	4.6 KTS	230.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
28018.75	-3.93	134.2	6404.	27.28	112.	.006	.01	126.8	5713.	24.21
28019.75	-4.15	132.1	6179.	26.43	495.	.024	.05	124.8	5506.	23.43
28020.75	-3.24	129.8	5959.	25.49	0.	0.000	.09	122.4	5304.	22.57
28021.75	-4.49	127.5	5741.	24.60	1133.	.054	.23	120.2	5103.	21.75
28022.75	-2.89	125.2	5528.	23.73	0.	0.000	.31	118.0	4908.	20.95
28023.75	-3.90	123.3	5318.	23.02	784.	.036	.38	116.1	4716.	20.30
28024.75	-2.99	121.2	5112.	22.25	0.	0.000	.44	114.1	4528.	19.59
28025.75	-4.18	119.2	4908.	21.51	1309.	.058	.59	112.1	4342.	18.92
28026.75	-3.44	116.9	4709.	20.69	662.	.029	.78	109.9	4161.	18.17
28027.75	-3.92	114.8	4514.	19.96	1320.	.057	.97	107.8	3983.	17.50
28028.75	-4.15	112.2	4322.	19.06	1688.	.073	1.28	105.3	3807.	16.69
28029.75	-3.79	109.8	4135.	18.24	1440.	.062	1.58	102.9	3635.	15.93
28030.75	-3.95	107.9	3951.	17.61	1725.	.074	1.83	101.0	3468.	15.36
28031.75	-4.31	105.3	3771.	16.79	2248.	.095	2.21	98.5	3304.	14.61
28032.75	-4.44	102.7	3595.	15.96	2504.	.105	2.63	95.9	3143.	13.86
28033.75	-4.15	100.3	3424.	15.23	2313.	.097	3.01	93.6	2988.	13.20
28034.75	-3.97	97.6	3258.	14.41	2257.	.093	3.43	91.0	2835.	12.45
28035.75	-3.39	95.7	3094.	13.86	1732.	.070	3.71	89.1	2688.	11.95
28036.75	-3.91	93.4	2935.	13.20	2372.	.099	4.07	86.9	2544.	11.35
28037.75	-4.65	91.0	2779.	12.53	3288.	.136	4.52	84.5	2403.	10.75
28038.75	-3.49	88.2	2628.	11.78	2187.	.086	4.94	81.8	2266.	10.07
28039.75	-3.81	86.3	2480.	11.26	2600.	.104	5.27	79.9	2133.	9.61
28040.75	-4.02	84.1	2337.	10.70	2898.	.118	5.66	77.8	2004.	9.10
28041.75	-4.24	81.2	2197.	9.99	3254.	.130	6.12	75.0	1878.	8.46
28042.75	-4.03	78.9	2062.	9.43	3119.	.125	6.54	72.7	1756.	7.96
28043.75	-3.23	76.8	1930.	8.92	2357.	.090	6.88	70.6	1639.	7.50
28044.75	-4.07	75.0	1803.	8.52	3254.	.129	7.21	68.9	1526.	7.15
28045.75	-4.80	72.1	1678.	7.86	4187.	.163	7.71	66.0	1414.	6.56
28046.75	-4.07	69.4	1558.	7.29	3496.	.138	8.16	63.4	1307.	6.05
28047.75	-4.84	67.1	1442.	6.81	4389.	.174	8.60	61.1	1204.	5.62
28048.75	-4.11	64.2	1333.	6.23	3712.	.145	9.05	58.3	1106.	5.12
28049.75	-3.73	61.9	1226.	5.80	3377.	.130	9.41	56.1	1012.	4.73
28050.75	-3.66	59.9	1123.	5.44	3361.	.130	9.74	54.1	923.	4.41
28051.75	-4.52	57.3	1024.	4.98	4356.	.166	10.13	51.6	835.	4.01
28052.75	-4.14	55.0	929.	4.57	4012.	.153	10.51	49.3	753.	3.66
28053.75	-4.15	52.4	839.	4.16	4077.	.161	10.88	46.8	674.	3.29
28054.75	-3.72	50.1	752.	3.80	3681.	.143	11.19	44.6	599.	2.99
28055.75	-5.85	47.4	669.	3.41	6015.	.231	11.61	41.9	527.	2.65
28056.75	-4.19	44.3	593.	2.96	4331.	.162	12.00	38.8	461.	2.27
28057.75	-4.02	41.9	520.	2.66	4197.	.158	12.29	36.5	399.	2.01
28058.75	-3.93	39.7	451.	2.39	4150.	.154	12.57	34.4	342.	1.78
28059.75	-5.33	36.9	386.	2.06	5682.	.216	12.90	31.7	287.	1.51
28060.65	-3.27	34.3	332.	1.78	3538.	.135	13.08	29.1	243.	1.28

TEST NO. 31A MARK II ANTISKID/USAF TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
40000.LBS	40350.LBS	27.488 IN HG	11.7 C	6.1 KTS	236.0 DEG MAG

	-----	-----	-----	TEST DAY	-----	-----	-----	----STANDARD	DAY----	
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
23984.00	-3.69	145.8	8373.	37.96	0.	*000	0.00	138.8	7573.	34.12
23985.00	-3.54	144.0	8128.	37.02	0.	*000	0.00	137.0	7344.	33.24
23986.00	-4.27	141.5	7887.	35.75	789.	.032	.13	134.5	7117.	32.06
23987.00	-3.91	139.1	7650.	34.57	501.	.020	.26	132.2	6894.	30.95
23988.00	-3.95	136.8	7417.	33.42	694.	.027	.42	129.9	6675.	29.88
23989.00	-3.76	134.4	7189.	32.25	663.	.025	.60	127.5	6459.	28.78
23990.00	-3.31	132.3	6964.	31.26	227.	.008	.67	125.4	6248.	27.86
23991.00	-3.89	130.2	6742.	30.27	1070.	.039	.84	123.3	6041.	26.93
23992.00	-3.19	128.1	6524.	29.30	323.	.012	.99	121.2	5837.	26.02
23993.00	-3.46	126.2	6310.	28.47	816.	.029	1.09	119.4	5638.	25.25
23994.00	-3.76	123.8	6098.	27.39	1374.	.049	1.38	117.0	5439.	24.26
23995.00	-3.30	121.9	5891.	26.56	996.	.034	1.59	115.1	5247.	23.48
23996.00	-3.75	119.7	5687.	25.61	1731.	.057	1.90	113.0	5056.	22.60
23997.00	-2.78	117.8	5487.	24.77	646.	.021	2.12	111.0	4870.	21.82
23998.00	-3.92	116.1	5289.	24.07	2157.	.071	2.38	109.3	4689.	21.17
23999.00	-3.18	113.5	5096.	23.00	1399.	.045	2.79	106.8	4507.	20.18
24000.00	-3.62	111.9	4905.	22.36	2037.	.065	3.06	105.2	4332.	19.59
24001.00	-3.23	109.6	4718.	21.47	1664.	.053	3.44	102.9	4158.	18.76
24002.00	-3.43	107.8	4535.	20.74	1998.	.064	3.76	101.1	3989.	18.09
24003.00	-3.33	105.7	4355.	19.97	2001.	.062	4.13	99.1	3822.	17.37
24004.00	-3.10	103.8	4178.	19.25	1777.	.057	4.45	97.2	3660.	16.73
24005.00	-3.35	101.9	4004.	18.53	2191.	.069	4.81	95.2	3500.	16.05
24006.00	-3.33	100.0	3834.	17.86	2245.	.071	5.18	93.4	3344.	15.43
24007.00	-3.08	98.0	3667.	17.15	2036.	.064	5.54	91.4	3191.	14.78
24008.00	-3.47	96.2	3503.	16.55	2596.	.083	5.90	89.6	3042.	14.23
24009.00	-3.37	93.9	3343.	15.76	2571.	.081	6.35	87.3	2894.	13.51
24010.00	-3.48	92.1	3186.	15.16	2786.	.088	6.74	85.6	2751.	12.96
24011.00	-3.32	90.0	3032.	14.45	2678.	.084	7.19	83.4	2610.	12.32
24012.00	-3.34	88.2	2882.	13.89	2776.	.087	7.57	81.6	2475.	11.80
24013.00	-2.74	86.2	2735.	13.26	2110.	.065	7.94	79.6	2341.	11.23
24014.00	-3.77	84.4	2591.	12.71	3467.	.108	8.35	77.9	2211.	10.73
24015.00	-3.13	82.3	2450.	12.09	2741.	.086	8.77	75.8	2084.	10.16
24016.00	-4.15	80.0	2313.	11.43	4101.	.129	9.27	73.5	1959.	9.57
24017.00	-3.61	77.8	2180.	10.81	3501.	.110	9.76	71.3	1838.	9.01
24018.00	-3.63	75.6	2051.	10.20	3603.	.113	10.23	69.1	1722.	8.46
24019.00	-3.51	73.4	1925.	9.63	3529.	.110	10.66	67.0	1609.	7.95
24020.00	-3.75	71.3	1802.	9.09	3896.	.122	11.12	64.9	1499.	7.46
24021.00	-3.96	69.2	1683.	8.56	4227.	.132	11.59	62.8	1393.	6.98
24022.00	-2.93	66.9	1569.	8.01	3013.	.092	12.01	60.6	1291.	6.49
24023.00	-3.91	65.2	1457.	7.60	4291.	.132	12.40	58.8	1193.	6.13
24024.00	-4.12	62.5	1349.	6.99	4631.	.143	12.91	56.2	1096.	5.59
24025.00	-3.43	60.3	1246.	6.50	3825.	.119	13.33	54.0	1005.	5.16
24026.00	-4.39	58.3	1145.	6.07	5083.	.158	13.77	52.0	917.	4.79
24027.00	-3.54	55.6	1050.	5.52	4098.	.125	14.22	49.3	832.	4.30
24028.00	-3.79	53.5	958.	5.11	4459.	.137	14.61	47.2	752.	3.95
24029.00	-3.45	51.4	869.	4.72	4078.	.127	14.97	45.1	677.	3.61
24030.00	-4.54	48.9	784.	4.27	5501.	.171	15.40	42.6	603.	3.22
24031.00	-3.98	46.5	704.	3.86	4845.	.153	15.80	40.2	534.	2.86
24032.00	-4.17	44.0	627.	3.46	5146.	.159	16.18	37.8	468.	2.53
24032.90	-4.12	41.8	562.	3.13	5122.	.159	16.42	35.5	413.	2.25

TEST NO. 31B   MARK II ANTISKID/USAF TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
36000.LBS	36200.LBS	27.495 IN HG	14.0 C	5.8 KTS	230.0 DEG MAG

	---TEST DAY---							---STANDARD DAY---		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
26611.39	-4.01	138.1	7389.	30.55	220.	.010	.01	130.1	6569.	26.96
26612.25	-3.76	136.2	7190.	29.72	76.	.004	.03	128.2	6384.	26.19
25613.25	-4.42	133.7	6962.	28.65	1004.	.045	.18	125.7	6170.	25.20
26614.25	-3.97	131.2	6738.	27.60	656.	.029	.35	123.3	5961.	24.23
26615.25	-3.89	129.1	6518.	26.71	708.	.030	.47	121.2	5757.	23.41
26616.25	-3.80	126.7	6303.	25.73	777.	.033	.65	118.8	5556.	22.50
26617.25	-3.45	124.6	6091.	24.88	516.	.022	.75	116.7	5360.	21.72
26618.25	-3.63	122.6	5882.	24.08	842.	.035	.90	114.7	5167.	20.98
26619.25	-3.48	120.4	5678.	23.23	814.	.034	1.09	112.5	4978.	20.19
26620.25	-3.76	118.2	5476.	22.38	1345.	.052	1.32	110.4	4791.	19.41
26621.25	-3.01	116.4	5278.	21.71	611.	.024	1.47	108.5	4610.	18.79
26622.25	-3.90	114.1	5084.	20.87	1772.	.067	1.75	106.3	4430.	18.02
26623.25	-3.34	112.2	4893.	20.15	1240.	.047	2.00	104.4	4255.	17.37
26624.25	-3.17	110.2	4706.	19.46	1189.	.043	2.24	102.4	4084.	16.73
26625.25	-3.84	108.0	4521.	18.68	2071.	.074	2.55	100.3	3914.	16.02
26626.25	-2.94	105.9	4341.	17.99	1151.	.042	2.84	98.2	3749.	15.38
26627.25	-3.46	104.1	4153.	17.35	1829.	.066	3.11	96.4	3587.	14.80
26628.25	-3.47	102.1	3989.	16.71	1936.	.070	3.43	94.5	3429.	14.22
26629.25	-3.56	100.0	3819.	16.01	2138.	.077	3.79	92.3	3273.	13.58
26630.25	-3.42	97.9	3652.	15.35	2072.	.074	4.13	90.3	3121.	12.98
26631.25	-3.11	95.9	3488.	14.75	1810.	.065	4.45	88.3	2973.	12.43
26632.25	-3.46	94.3	3328.	14.24	2273.	.081	4.75	86.7	2829.	11.98
26633.25	-3.46	92.0	3171.	13.57	2365.	.084	5.13	84.5	2687.	11.37
25634.25	-2.97	90.1	3017.	13.01	1895.	.067	5.45	82.5	2549.	10.86
26635.25	-3.18	88.4	2867.	12.51	2200.	.078	5.75	80.8	2414.	10.41
25636.25	-3.29	86.3	2719.	11.95	2402.	.085	6.10	78.6	2282.	9.90
25637.25	-3.47	84.3	2575.	11.40	2687.	.095	6.47	76.8	2153.	9.41
26638.25	-3.40	82.4	2434.	10.88	2673.	.095	6.83	74.9	2027.	8.95
26639.25	-3.65	80.2	2297.	10.31	3050.	.107	7.24	72.8	1905.	8.44
26640.25	-3.31	78.1	2163.	9.78	2724.	.097	7.62	70.7	1785.	7.97
26641.25	-3.83	76.1	2033.	9.28	3385.	.119	8.02	68.7	1670.	7.51
26642.25	-3.42	73.7	1906.	8.71	3061.	.105	8.45	66.3	1557.	7.01
25643.25	-3.65	71.8	1783.	8.25	3320.	.117	8.83	64.4	1449.	6.62
26644.25	-3.26	69.8	1664.	7.81	2940.	.105	9.18	62.5	1345.	6.22
26645.25	-4.28	67.6	1543.	7.33	4157.	.147	9.61	60.3	1243.	5.80
26646.25	-3.46	65.2	1436.	6.81	3308.	.117	10.02	57.9	1144.	5.34
26647.25	-4.21	63.3	1327.	6.42	4191.	.152	10.40	56.0	1051.	5.00
26648.25	-4.07	60.3	1223.	5.82	4138.	.145	10.87	53.0	958.	4.43
26649.25	-4.26	58.4	1122.	5.47	4388.	.158	11.25	51.2	872.	4.18
26650.25	-3.63	55.9	1027.	5.00	3752.	.132	11.65	48.7	789.	3.77
26651.25	-4.32	53.5	934.	4.58	4590.	.161	12.04	46.3	710.	3.41
26652.25	-3.92	51.1	846.	4.18	4206.	.144	12.41	43.9	635.	3.07
26653.25	-4.45	48.6	762.	3.78	4854.	.168	12.80	41.4	564.	2.73
26654.25	-4.01	45.9	682.	3.38	4422.	.151	13.15	38.8	496.	2.40
26655.25	-3.75	43.8	606.	3.08	4166.	.144	13.47	36.7	434.	2.15
26656.25	-3.25	41.6	534.	2.78	3663.	.125	13.75	34.5	376.	1.90
26657.25	-4.52	39.5	465.	2.51	5108.	.178	14.05	32.5	321.	1.68
26658.25	-4.71	36.6	401.	2.14	5371.	.189	14.40	29.5	268.	1.39
26659.25	-4.57	33.9	342.	1.84	5249.	.187	14.70	26.9	221.	1.15
26660.25	-4.61	31.0	287.	1.54	5352.	.184	14.99	24.1	178.	.92
26661.25	-4.62	28.3	236.	1.28	5405.	.184	15.26	21.4	139.	.73
26662.04	-3.76	26.1	196.	1.09	4469.	.151	15.40	19.2	110.	.59

TEST NO. 32A MARK II ANTISKID/BFG TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
40000.LBS	40200.LBS	27.583 IN HG	25.6 C	2.2 KTS	20.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
37440.32	-3.65	128.3	7753.	29.27	504.	.019	.02	126.7	7515.	28.44
37441.25	-3.64	126.2	7553.	28.36	621.	.024	.14	124.8	7325.	27.57
37442.25	-3.63	124.2	7342.	27.43	755.	.028	.27	122.7	7123.	26.68
37443.25	-3.63	122.0	7134.	26.47	892.	.033	.46	120.6	6926.	25.76
37444.25	-2.88	120.0	6930.	25.64	74.	.003	.53	118.7	6731.	24.97
37445.25	-3.71	118.3	6729.	24.89	1221.	.044	.65	117.0	6539.	24.25
37446.25	-3.76	115.7	6531.	23.83	1438.	.051	.98	114.5	6351.	23.23
37447.25	-3.00	114.0	6338.	23.13	579.	.020	1.10	112.9	6166.	22.56
37448.25	-3.43	111.8	6147.	22.25	1256.	.044	1.33	110.8	5984.	21.72
37449.25	-3.05	110.0	5960.	21.55	884.	.031	1.51	109.0	5805.	21.04
37450.25	-3.23	108.2	5776.	20.82	1211.	.042	1.71	107.2	5629.	20.35
37451.25	-3.58	106.0	5595.	20.01	1779.	.061	2.01	105.1	5456.	19.57
37452.25	-2.73	104.4	5417.	19.41	807.	.028	2.18	103.6	5286.	18.99
37453.25	-3.59	102.4	5243.	18.66	1969.	.068	2.47	101.6	5119.	18.27
37454.25	-2.82	100.7	5072.	18.05	1120.	.038	2.69	99.9	4955.	17.68
37455.25	-3.07	98.6	4903.	17.30	1534.	.052	2.97	97.9	4794.	16.97
37456.25	-2.42	97.3	4738.	16.85	781.	.026	3.10	96.6	4635.	16.54
37457.25	-2.99	95.2	4575.	16.14	1598.	.054	3.37	94.6	4480.	15.85
37458.25	-3.73	93.6	4415.	15.60	2609.	.087	3.68	93.1	4326.	15.34
37459.25	-2.44	91.4	4260.	14.87	1097.	.037	4.00	90.9	4178.	14.63
37460.25	-3.06	90.1	4106.	14.43	1946.	.065	4.21	89.6	4029.	14.21
37461.25	-3.08	88.2	3956.	13.85	2159.	.068	4.53	87.8	3885.	13.65
37462.25	-3.26	86.1	3809.	13.21	2478.	.077	4.91	85.8	3744.	13.03
37463.25	-1.99	84.7	3665.	12.77	941.	.030	5.11	84.4	3605.	12.61
37464.25	-2.37	83.4	3523.	12.39	1478.	.046	5.29	83.1	3468.	12.24
37465.25	-2.84	81.8	3383.	11.92	2121.	.067	5.57	81.6	3333.	11.78
37466.25	-3.05	80.2	3246.	11.44	2461.	.076	5.87	80.0	3201.	11.32
37467.25	-2.54	78.2	3113.	10.88	1893.	.059	6.20	78.0	3073.	10.78
37468.25	-1.49	77.5	2982.	10.69	615.	.019	6.28	77.4	2945.	10.60
37469.25	-3.28	75.9	2852.	10.26	2895.	.091	6.56	75.8	2820.	10.18
37470.25	-2.97	73.9	2726.	9.72	2596.	.080	6.93	73.9	2698.	9.66
37471.25	-2.12	72.6	2603.	9.39	1568.	.049	7.15	72.6	2579.	9.34
37472.25	-2.93	71.0	2481.	8.97	2639.	.082	7.44	71.0	2461.	8.93
37473.25	-2.67	69.2	2363.	8.52	2383.	.073	7.75	69.3	2347.	8.50
37474.25	-1.22	67.9	2248.	8.21	617.	.019	7.91	68.0	2235.	8.20
37475.25	-2.36	67.2	2133.	8.02	2064.	.063	8.05	67.3	2122.	8.02
37476.25	-4.03	65.1	2021.	7.54	4217.	.130	8.45	65.3	2014.	7.55
37477.25	-1.47	63.1	1914.	7.09	1078.	.033	8.72	63.4	1911.	7.11
37478.25	-2.45	62.5	1807.	6.96	2325.	.071	8.86	62.8	1805.	6.99
37479.25	-3.14	60.3	1703.	6.48	3255.	.099	9.21	60.7	1705.	6.52
37480.25	-2.37	59.1	1603.	6.22	2326.	.071	9.45	59.5	1607.	6.27
37481.25	-2.85	57.3	1505.	5.84	2988.	.090	9.74	57.7	1511.	5.89
37482.25	-3.28	55.5	1409.	5.49	3567.	.109	10.05	56.0	1418.	5.55
37483.25	-2.54	53.6	1317.	5.12	2690.	.083	10.35	54.1	1328.	5.19
37484.25	-2.28	52.5	1228.	4.90	2386.	.075	10.55	53.0	1240.	4.98
37485.25	-3.13	50.9	1141.	4.60	3504.	.108	10.82	51.5	1155.	4.69
37486.25	-2.01	48.9	1056.	4.26	2161.	.065	11.07	49.6	1072.	4.35
37487.25	-2.68	48.2	974.	4.14	3014.	.092	11.24	48.9	990.	4.23
37488.25	-2.90	46.1	895.	3.78	3340.	.102	11.53	46.8	912.	3.88
37489.25	-2.91	44.5	818.	3.52	3391.	.103	11.77	45.2	837.	3.62
37490.25	-3.50	42.7	745.	3.25	4161.	.128	12.05	43.5	764.	3.35
37491.25	-3.53	40.3	675.	2.90	4252.	.131	12.36	41.2	696.	3.01
37492.25	-2.87	38.5	608.	2.64	3471.	.106	12.60	39.4	630.	2.75
37493.25	-3.13	36.8	544.	2.41	3836.	.116	12.83	37.8	566.	2.53
37494.25	-2.43	35.0	484.	2.18	3011.	.088	13.04	36.0	506.	2.29
37495.25	-2.73	33.7	426.	2.03	3404.	.101	13.21	34.8	446.	2.14
37496.25	-3.30	31.8	370.	1.80	4126.	.128	13.42	32.9	391.	1.92
37497.25	-1.65	30.2	318.	1.62	2091.	.065	13.58	31.3	338.	1.74
37497.47	-1.05	30.0	307.	1.60	1348.	.042	13.58	31.2	326.	1.72

TEST NO. 328

MARK II ANTISKID/REG TIRES/WET RUNWAY

STAND WGTS	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
36000.LBS	36550.LBS	27.576 IN HG	27.0 C	2.2 KTS	336.0 DEG MAG

			TEST DAY						STANDARD DAY	
TOD	ACCEL	GND-SPD	DIST	TIME	FORCE	MU	TIME	KTAS	DIST	TIME
39465.70	-4.34	125.4	7081.	25.44	1195.	.051	.01	121.9	6585.	23.68
39466.50	-3.74	123.3	6913.	24.61	660.	.028	.23	119.9	6430.	22.91
39467.50	-3.79	121.3	6707.	23.80	829.	.034	.36	117.9	6234.	22.16
39468.50	-3.71	119.0	6504.	22.90	894.	.036	.54	115.7	6052.	21.39
39469.50	-3.92	116.7	6305.	22.02	1254.	.050	.78	113.5	5869.	20.62
39470.50	-2.81	114.8	6110.	21.33	115.	.005	.87	111.7	5689.	19.88
39471.50	-3.50	112.9	5918.	20.61	977.	.040	.99	109.8	5511.	19.21
39472.50	-3.74	110.6	5729.	19.78	1403.	.056	1.25	107.6	5336.	18.45
39473.50	-3.42	108.8	5544.	19.14	1131.	.045	1.45	105.8	5165.	17.86
39474.50	-3.79	106.4	5363.	18.30	1698.	.066	1.75	103.5	4998.	17.08
39475.50	-3.39	104.2	5185.	17.58	1355.	.052	2.01	101.5	4834.	16.41
39476.50	-2.98	102.4	5010.	16.98	981.	.038	2.20	99.7	4672.	15.85
39477.50	-3.39	100.4	4839.	16.33	1528.	.059	2.43	97.8	4514.	15.25
39478.50	-3.23	98.6	4671.	15.75	1446.	.056	2.66	96.1	4358.	14.71
39479.50	-3.21	96.7	4506.	15.13	1524.	.058	2.91	94.2	4206.	14.14
39480.50	-2.59	94.9	4345.	14.57	906.	.034	3.09	92.5	4057.	13.62
39481.50	-3.27	93.4	4186.	14.11	1748.	.066	3.30	91.0	3909.	13.19
39482.50	-2.88	91.3	4030.	13.48	1406.	.053	3.57	88.9	3765.	12.61
39483.50	-2.45	89.9	3877.	13.08	967.	.036	3.71	87.6	3623.	12.24
39484.50	-4.59	87.9	3726.	12.49	3494.	.130	4.10	85.7	3484.	11.69
39485.50	-2.52	85.5	3581.	11.84	1242.	.046	4.43	83.4	3350.	11.09
39486.50	-2.33	84.3	3438.	11.50	1074.	.040	4.57	82.2	3217.	10.78
39487.50	-3.17	82.6	3297.	11.05	2103.	.077	4.81	80.6	3086.	10.36
39488.50	-2.93	80.5	3159.	10.49	1921.	.070	5.12	78.6	2958.	9.84
39489.50	-2.18	79.4	3024.	10.19	1102.	.041	5.28	77.4	2833.	9.56
39490.50	-2.81	77.5	2891.	9.72	1907.	.069	5.53	75.7	2710.	9.13
39491.50	-2.58	76.3	2762.	9.41	1695.	.061	5.72	74.5	2589.	8.84
39492.50	-2.89	74.3	2635.	8.93	2115.	.077	6.00	72.6	2471.	8.39
39493.50	-2.74	72.9	2510.	8.59	2006.	.071	6.23	71.2	2356.	8.08
39494.50	-2.30	71.3	2389.	8.22	1564.	.056	6.45	69.7	2243.	7.73
39495.50	-3.03	69.7	2269.	7.86	2439.	.088	6.69	68.1	2132.	7.40
39496.50	-2.83	68.0	2153.	7.48	2277.	.082	6.96	66.5	2024.	7.04
39497.50	-2.87	66.4	2040.	7.12	2380.	.084	7.22	64.9	1918.	6.71
39498.50	-2.47	64.7	1929.	6.76	1980.	.071	7.46	63.3	1815.	6.38
39499.50	-3.47	63.2	1821.	6.47	3160.	.114	7.72	61.9	1714.	6.10
39500.50	-2.18	61.1	1716.	6.04	1770.	.062	8.00	59.8	1617.	5.70
39501.50	-2.32	60.3	1614.	5.88	1944.	.069	8.15	59.0	1521.	5.56
39502.50	-2.60	58.6	1514.	5.55	2323.	.082	8.39	57.4	1428.	5.25
39503.50	-2.54	57.0	1416.	5.26	2293.	.082	8.61	55.9	1337.	4.98
39504.50	-2.96	55.6	1321.	5.00	2815.	.100	8.84	54.5	1248.	4.74
39505.50	-3.16	53.6	1229.	4.65	3104.	.109	9.13	52.6	1162.	4.41
39506.50	-2.57	51.7	1139.	4.33	2495.	.086	9.38	50.8	1079.	4.11
39507.50	-2.50	50.8	1053.	4.17	2430.	.085	9.56	49.9	998.	3.96
39508.50	-3.29	48.8	969.	3.85	3385.	.117	9.82	47.9	920.	3.66
39509.50	-3.25	46.8	889.	3.54	3377.	.120	10.09	46.0	844.	3.38
39510.50	-3.37	44.9	811.	3.26	3555.	.128	10.36	44.2	771.	3.11
39511.50	-2.04	43.3	737.	3.03	2098.	.073	10.55	42.6	702.	2.89
39512.50	-3.78	41.8	665.	2.82	4112.	.142	10.78	41.1	634.	2.70
39513.50	-2.74	39.3	597.	2.50	2986.	.103	11.04	38.8	570.	2.40
39514.50	-3.20	38.1	531.	2.35	3533.	.122	11.22	37.6	508.	2.25
39515.50	-3.43	35.7	469.	2.06	3835.	.135	11.48	35.3	450.	1.98
39516.50	-3.27	34.0	410.	1.87	3692.	.128	11.68	33.7	394.	1.81
39517.50	-3.35	31.9	354.	1.64	3814.	.135	11.89	31.6	342.	1.59
39518.50	-3.50	30.0	302.	1.46	4019.	.142	12.09	29.8	292.	1.42
39519.50	-3.55	27.7	253.	1.24	4118.	.144	12.29	27.6	246.	1.21
39520.50	-3.82	26.0	208.	1.09	4449.	.157	12.47	25.9	203.	1.07
39521.50	-4.07	22.9	166.	.85	4771.	.171	12.68	23.0	164.	.84
39521.90	-2.47	22.1	152.	.79	2980.	.103	12.70	22.2	149.	.78

TEST NO. 33A MARK II ANTISKID/DUNLOP TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
40000.LBS	40350.LBS	27.584 IN HG	13.6 C	.4 KTS	276.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
22998.56	-4.34	145.6	7623.	37.87	0.	*000	0.00	144.1	7400.	36.76
22999.50	-3.74	143.2	7393.	36.62	0.	*000	0.00	141.7	7177.	35.54
23000.50	-4.25	141.1	7153.	35.57	470.	.019	.03	139.6	6944.	34.51
23001.50	-4.62	138.3	6917.	34.18	1120.	.044	.27	136.9	6714.	33.17
23002.50	-3.36	135.9	6686.	33.01	0.	*000	.35	134.5	6490.	32.03
23003.50	-3.78	133.9	6458.	32.03	371.	.014	.38	132.5	6268.	31.07
23004.50	-4.05	131.5	6234.	30.91	872.	.033	.54	130.1	6050.	29.99
23005.50	-3.70	129.2	6014.	29.84	588.	.022	.70	127.9	5836.	28.95
23006.50	-3.91	127.0	5798.	28.80	966.	.036	.87	125.6	5626.	27.94
23007.50	-3.68	124.7	5585.	27.76	856.	.031	1.07	123.3	5419.	26.93
23008.50	-3.65	122.8	5377.	26.92	918.	.033	1.20	121.4	5217.	26.11
23009.50	-4.29	120.2	5172.	25.80	1899.	.068	1.55	118.9	5017.	25.02
23010.50	-3.42	117.9	4970.	24.83	989.	.035	1.81	116.6	4822.	24.08
23011.50	-3.67	116.0	4773.	24.06	1477.	.050	2.03	114.8	4630.	23.33
23012.50	-3.64	113.6	4579.	23.07	1561.	.053	2.36	112.4	4442.	22.37
23013.50	-3.54	111.7	4389.	22.30	1598.	.053	2.62	110.5	4257.	21.62
23014.50	-3.92	109.3	4203.	21.34	2211.	.073	3.02	108.1	4076.	20.69
23015.50	-3.81	107.2	4020.	20.53	2191.	.072	3.38	106.0	3898.	19.90
23016.50	-3.96	104.7	3841.	19.57	2504.	.083	3.85	103.5	3724.	18.97
23017.50	-3.67	102.8	3666.	18.88	2253.	.073	4.19	101.7	3554.	18.30
23018.50	-3.78	100.2	3494.	17.94	2517.	.081	4.65	99.1	3388.	17.38
23019.50	-2.87	98.6	3327.	17.35	1460.	.047	4.91	97.4	3225.	16.81
23020.50	-3.98	96.5	3162.	16.64	2940.	.095	5.53	95.4	3065.	16.12
23022.00	-4.29	92.9	2922.	15.40	3507.	.112	6.05	91.8	2832.	14.92
23023.00	-4.12	90.2	2768.	14.53	3403.	.111	6.60	89.2	2682.	14.08
23024.00	-3.28	88.3	2617.	13.92	2443.	.079	6.98	87.2	2536.	13.48
23025.00	-4.27	86.0	2470.	13.20	3779.	.121	7.47	85.0	2393.	12.79
23026.00	-3.52	83.7	2327.	12.51	2943.	.093	7.93	82.7	2254.	12.11
23027.00	-3.70	81.4	2188.	11.84	3257.	.103	8.38	80.5	2119.	11.46
23028.00	-3.82	79.3	2052.	11.23	3505.	.108	8.83	78.3	1987.	10.87
23029.00	-4.04	76.9	1921.	10.55	3867.	.120	9.33	75.9	1859.	10.21
23030.00	-3.57	74.6	1793.	9.94	3350.	.106	9.78	73.7	1735.	9.62
23031.00	-4.39	72.3	1668.	9.35	4455.	.142	10.26	71.5	1615.	9.04
23032.00	-4.47	69.6	1548.	8.66	4657.	.146	10.83	68.8	1498.	8.38
23033.00	-4.06	67.3	1433.	8.10	4209.	.135	11.31	66.5	1387.	7.83
23034.00	-4.15	64.6	1322.	7.46	4422.	.139	11.82	63.8	1279.	7.21
23035.00	-3.53	62.4	1215.	6.96	3711.	.117	12.24	61.6	1175.	6.72
23036.00	-3.77	60.1	1111.	6.45	4075.	.131	12.66	59.3	1074.	6.23
23037.00	-4.74	57.9	1012.	5.99	5350.	.173	13.11	57.2	978.	5.79
23038.00	-4.79	54.5	917.	5.31	5529.	.172	13.68	53.8	885.	5.12
23039.00	-3.07	52.7	827.	4.95	3420.	.107	14.01	52.0	799.	4.78
23040.00	-4.97	49.9	740.	4.46	5882.	.181	14.45	49.3	714.	4.30
23041.00	-4.92	47.0	658.	3.95	5873.	.188	14.93	46.4	634.	3.80
23042.00	-4.93	44.2	580.	3.48	5962.	.187	15.37	43.5	560.	3.36
23043.00	-4.15	41.5	509.	3.08	5056.	.154	15.75	40.9	490.	2.96
23044.00	-4.27	39.1	441.	2.73	5273.	.156	16.09	38.5	424.	2.63
23045.00	-4.74	36.3	376.	2.35	5894.	.183	16.45	35.7	362.	2.26
23046.00	-4.45	34.1	317.	2.08	5548.	.181	16.76	33.6	305.	2.00
23047.00	-5.60	30.5	262.	1.66	7067.	.225	17.13	30.0	251.	1.59
23048.00	-4.52	27.9	213.	1.39	5758.	.182	17.42	27.4	204.	1.33
23049.00	-4.18	25.2	168.	1.13	5374.	.170	17.67	24.7	160.	1.08
23049.71	-2.97	23.5	138.	.99	3901.	.118	17.76	23.1	132.	.94

TEST NO. 338 MARK II ANTISKID/DUNLOP TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
36000.LBS	36550.LBS	27.585 IN HG	15.5 C	0.0 KTS	225.0 DEG MAG

	---------------------	---------TEST DAY	---------	---------	---------	---------	---------	----STANDARD	DAY----	
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
25101.69	-4.30	136.7	7111.	30.25	241.	.012	.00	134.6	6791.	28.88
25102.50	-3.92	134.8	6926.	29.40	0.	*000	.03	132.7	6614.	28.08
25103.50	-3.77	132.4	6700.	28.36	0.	*000	.03	130.4	6399.	27.09
25104.50	-3.80	130.3	6478.	27.48	135.	.006	.04	128.3	6187.	26.25
25105.50	-4.16	127.8	6260.	26.43	669.	.030	.17	125.9	5978.	25.24
25106.50	-4.09	125.6	6046.	25.52	763.	.033	.28	123.7	5774.	24.37
25107.50	-3.91	122.9	5836.	24.44	727.	.032	.49	121.0	5574.	23.34
25108.50	-2.71	121.3	5631.	23.81	0.	*000	.49	119.4	5377.	22.74
25109.50	-3.99	119.4	5428.	23.05	1038.	.044	.60	117.5	5184.	22.01
25110.50	-3.38	116.8	5229.	22.07	505.	.021	.79	115.0	4994.	21.08
25111.50	-4.21	114.7	5033.	21.27	1565.	.066	1.02	112.9	4806.	20.32
25112.50	-3.15	112.4	4842.	20.44	506.	.021	1.21	110.7	4624.	19.52
25113.50	-3.51	110.2	4653.	19.65	1056.	.043	1.40	108.5	4444.	18.77
25114.50	-4.15	108.5	4469.	19.06	1866.	.077	1.62	106.9	4268.	18.20
25115.50	-3.98	105.4	4289.	17.98	1860.	.076	2.06	103.8	4096.	17.17
25116.50	-2.11	103.9	4112.	17.46	0.	*000	2.13	102.3	3927.	16.67
25117.50	-3.73	102.1	3937.	16.87	1742.	.071	2.30	100.6	3760.	16.11
25118.50	-3.80	99.9	3767.	16.16	1940.	.077	2.64	98.4	3598.	15.43
25119.50	-2.93	97.8	3601.	15.49	1064.	.042	2.88	96.3	3439.	14.79
25120.50	-2.99	96.3	3437.	14.99	1208.	.048	3.05	94.8	3282.	14.32
25121.50	-3.86	94.2	3276.	14.35	2309.	.090	3.35	92.7	3128.	13.70
25122.50	-4.31	91.4	3119.	13.52	2954.	.112	3.82	90.0	2978.	12.91
25123.50	-2.07	89.6	2966.	13.00	487.	.019	4.02	88.2	2833.	12.41
25124.50	-3.94	88.1	2816.	12.57	2682.	.103	4.26	86.8	2689.	12.01
25125.50	-3.15	85.6	2669.	11.86	1895.	.073	4.63	84.3	2549.	11.33
25126.50	-3.21	84.1	2526.	11.44	2031.	.077	4.87	82.8	2412.	10.93
25127.50	-3.13	82.2	2386.	10.95	2019.	.077	5.16	81.0	2278.	10.45
25128.50	-3.21	80.2	2249.	10.40	2211.	.081	5.47	78.9	2148.	9.93
25129.50	-2.94	78.4	2115.	9.95	1970.	.072	5.73	77.2	2020.	9.51
25130.50	-3.55	76.5	1984.	9.47	2734.	.102	6.04	75.3	1895.	9.05
25131.50	-3.86	74.1	1856.	8.89	3182.	.118	6.44	73.0	1772.	8.49
25132.50	-3.07	72.5	1733.	8.50	2341.	.089	6.74	71.4	1655.	8.11
25133.50	-4.40	70.0	1612.	7.93	3951.	.146	7.16	68.9	1540.	7.57
25134.50	-3.45	67.6	1496.	7.40	2950.	.109	7.54	66.6	1429.	7.07
25135.50	-3.95	65.5	1384.	6.95	3593.	.134	7.91	64.5	1321.	6.63
25136.50	-3.63	63.3	1275.	6.49	3306.	.122	8.28	62.4	1218.	6.20
25137.50	-3.82	61.0	1170.	6.02	3599.	.133	8.65	60.0	1117.	5.75
25138.50	-3.43	59.0	1069.	5.64	3217.	.119	8.97	58.1	1021.	5.39
25139.50	-3.93	56.7	971.	5.20	3858.	.142	9.34	55.8	927.	4.97
25140.50	-4.44	54.4	877.	4.79	4513.	.164	9.73	53.6	838.	4.57
25141.50	-3.89	51.8	788.	4.34	3949.	.147	10.10	51.0	752.	4.14
25142.50	-4.29	49.4	702.	3.95	4481.	.162	10.47	48.6	670.	3.77
25143.50	-4.15	46.9	621.	3.55	4399.	.155	10.83	46.1	593.	3.39
25144.50	-4.33	44.3	543.	3.17	4670.	.164	11.18	43.6	519.	3.03
25145.50	-4.12	41.8	471.	2.83	4496.	.156	11.51	41.2	450.	2.70
25146.50	-4.73	39.0	402.	2.46	5245.	.184	11.85	38.4	384.	2.35
25147.50	-3.96	36.5	338.	2.15	4416.	.158	12.15	35.9	323.	2.05
25148.50	-4.66	34.3	278.	1.91	5247.	.191	12.42	33.8	266.	1.82
25149.50	-4.91	30.9	223.	1.54	5605.	.200	12.75	30.4	213.	1.47
25150.50	-4.48	28.5	172.	1.32	5151.	.187	12.99	28.1	164.	1.26
25151.50	-6.02	25.3	125.	1.04	6961.	.247	13.28	25.0	119.	.99
25152.50	-5.62	21.5	85.	.75	6555.	.237	13.56	21.2	81.	.71
25153.25	-2.52	19.6	59.	.62	3076.	.107	13.64	19.3	56.	.59

TEST NO. 34B MARK II ANTISKID/DUNLOP TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	38700.LBS	27.580 IN HG	24.6 C	.4 KTS	90.0 DEG MAG

	---TEST DAY---							---STANDARD DAY---		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
32196.45	-3.39	135.2	7695.	31.33	0.	*000	0.00	131.1	7105.	28.93
32197.25	-4.11	133.7	7512.	30.61	683.	.028	.05	129.6	6937.	28.27
32198.25	-4.38	130.9	7289.	29.34	1224.	.049	.32	126.9	6731.	27.10
32209.75	-2.97	107.3	4982.	19.73	1059.	.036	2.53	104.1	4605.	18.25
32210.75	-3.10	105.5	4803.	19.06	1319.	.044	2.76	102.4	4439.	17.62
32211.75	-3.23	103.7	4626.	18.41	1572.	.052	3.01	100.6	4277.	17.02
32212.75	-2.59	101.8	4453.	17.75	903.	.030	3.23	98.8	4117.	16.42
32213.75	-3.35	100.2	4282.	17.19	1887.	.063	3.47	97.2	3959.	15.90
32214.75	-2.94	98.1	4115.	16.49	1492.	.049	3.77	95.2	3805.	15.25
32215.75	-3.20	96.4	3951.	15.93	1882.	.062	4.04	93.6	3653.	14.73
32216.75	-2.63	94.6	3790.	15.34	1283.	.042	4.29	91.8	3505.	14.19
32217.75	-2.82	93.2	3631.	14.88	1570.	.052	4.50	90.5	3359.	13.77
32218.75	-2.48	91.5	3476.	14.33	1241.	.041	4.72	88.8	3215.	13.27
32219.75	-3.36	89.7	3322.	13.80	2365.	.078	5.02	87.1	3073.	12.77
32220.75	-2.92	88.0	3172.	13.26	1909.	.063	5.32	85.4	2935.	12.27
32221.75	-3.34	86.0	3025.	12.67	2500.	.082	5.67	83.5	2800.	11.73
32222.75	-2.99	84.3	2882.	12.17	2141.	.071	5.98	81.9	2667.	11.27
32223.75	-2.94	82.4	2742.	11.64	2162.	.071	6.28	80.0	2538.	10.78
32224.75	-3.42	80.6	2603.	11.12	2818.	.091	6.63	78.2	2410.	10.30
32225.75	-2.57	78.7	2469.	10.62	1852.	.061	6.92	76.5	2286.	9.84
32226.75	-3.46	77.1	2337.	10.19	2986.	.098	7.25	74.9	2164.	9.44
32227.75	-2.63	75.5	2209.	9.76	2042.	.067	7.53	73.3	2046.	9.04
32228.75	-3.37	73.3	2083.	9.21	3016.	.098	7.90	71.2	1930.	8.53
32229.75	-2.83	71.9	1961.	8.86	2421.	.078	8.18	69.9	1817.	8.22
32230.75	-3.29	69.7	1841.	8.32	3043.	.099	8.55	67.7	1706.	7.71
32231.75	-3.16	68.2	1725.	7.98	2926.	.096	8.85	66.3	1598.	7.40
32232.75	-3.49	65.8	1612.	7.43	3412.	.110	9.25	64.0	1494.	6.89
32233.75	-3.15	64.2	1502.	7.07	3041.	.100	9.56	62.5	1393.	6.56
32234.75	-3.64	61.9	1396.	6.57	3698.	.122	9.96	60.2	1295.	6.10
32235.75	-2.83	60.0	1293.	6.16	2790.	.091	10.28	58.3	1200.	5.72
32236.75	-3.24	58.3	1193.	5.82	3326.	.109	10.59	56.7	1107.	5.40
32237.75	-3.64	56.0	1096.	5.38	3873.	.127	10.96	54.5	1018.	4.99
32238.75	-3.74	53.9	1003.	4.98	4055.	.131	11.32	52.4	932.	4.63
32239.75	-3.29	51.8	915.	4.60	3559.	.118	11.65	50.4	849.	4.28
32240.75	-3.32	49.9	829.	4.27	3646.	.120	11.96	48.6	770.	3.97
32241.75	-4.52	47.6	746.	3.89	5144.	.169	12.33	46.4	693.	3.62
32242.75	-4.18	45.0	668.	3.48	4815.	.152	12.71	43.9	621.	3.24
32243.75	-4.60	42.5	593.	3.09	5364.	.173	13.08	41.4	552.	2.88
32244.75	-3.46	40.2	525.	2.77	4051.	.128	13.39	39.2	489.	2.58
32245.75	-3.92	38.0	458.	2.47	4639.	.150	13.67	37.0	427.	2.31
32246.75	-4.45	35.5	396.	2.16	5326.	.172	13.98	34.6	370.	2.02
32247.75	-4.31	32.8	339.	1.84	5192.	.173	14.29	32.0	317.	1.72
32248.75	-3.88	30.4	286.	1.58	4749.	.147	14.54	29.7	268.	1.48
32249.75	-4.67	27.8	236.	1.32	5721.	.186	14.80	27.1	221.	1.24
32250.75	-3.03	25.2	192.	1.09	3777.	.125	15.01	24.7	180.	1.03
32251.05	-2.27	24.8	179.	1.05	2881.	.093	15.01	24.2	168.	.99

TEST NO. 34C MARK II ANTISKID/DUNLOP TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
34000.LBS	34700.LBS	27.575 IN HG	24.7 C	.5 KTS	40.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
34051.37	-3.86	129.1	7087.	25.61	214.	.010	.01	125.2	6535.	23.63
34052.25	-4.00	126.9	6896.	24.74	541.	.025	.12	123.2	6360.	22.83
34053.25	-3.25	124.9	6684.	23.95	0.	.000	.14	121.2	6165.	22.10
34054.25	-3.92	122.6	6475.	23.15	676.	.031	.20	119.2	5973.	21.38
34055.25	-4.26	120.3	6269.	22.22	1213.	.052	.43	116.7	5784.	20.51
34056.25	-3.24	118.1	6068.	21.42	241.	.010	.54	114.6	5600.	19.78
34057.25	-3.50	116.2	5871.	20.74	636.	.027	.62	112.8	5418.	19.15
34058.25	-3.52	114.0	5676.	19.96	782.	.032	.77	110.7	5239.	18.44
34059.25	-2.98	112.2	5486.	19.33	291.	.012	.85	108.9	5064.	17.85
34060.25	-3.44	110.3	5298.	18.68	884.	.037	.97	107.1	4891.	17.26
34061.25	-3.74	108.3	5114.	18.01	1316.	.055	1.17	105.1	4722.	16.64
34062.25	-3.53	105.8	4933.	17.21	1228.	.051	1.43	102.8	4556.	15.90
34063.25	-3.20	104.1	4756.	16.63	991.	.040	1.59	101.1	4393.	15.37
34064.25	-3.50	102.0	4582.	16.00	1436.	.058	1.83	99.1	4233.	14.79
34065.25	-3.11	100.1	4412.	15.38	1137.	.045	2.05	97.2	4077.	14.22
34066.25	-3.16	98.1	4245.	14.77	1300.	.051	2.28	95.3	3923.	13.66
34067.25	-3.17	96.1	4081.	14.19	1423.	.055	2.51	93.4	3772.	13.12
34068.25	-3.41	94.2	3920.	13.62	1787.	.068	2.79	91.5	3624.	12.60
34069.25	-2.79	92.5	3763.	13.14	1207.	.046	2.99	89.9	3480.	12.16
34070.25	-3.87	90.2	3608.	12.50	2457.	.093	3.33	87.7	3337.	11.57
34071.25	-2.11	88.6	3458.	12.07	629.	.024	3.51	86.2	3199.	11.17
34072.25	-3.46	87.0	3309.	11.62	2157.	.081	3.74	84.6	3062.	10.76
34073.25	-2.49	85.0	3164.	11.09	1196.	.045	3.99	82.6	2928.	10.27
34074.25	-2.91	83.7	3021.	10.77	1700.	.064	4.16	81.4	2797.	9.98
34075.25	-3.20	81.7	2882.	10.25	2088.	.079	4.46	79.4	2668.	9.50
34076.25	-3.09	79.9	2745.	9.81	2040.	.076	4.72	77.7	2543.	9.10
34077.25	-2.56	78.1	2612.	9.38	1531.	.058	4.97	76.0	2420.	8.69
34078.25	-2.80	76.8	2481.	9.06	1844.	.068	5.17	74.7	2299.	8.40
34079.25	-2.86	74.8	2354.	8.60	1975.	.074	5.45	72.8	2182.	7.98
34080.25	-2.97	73.2	2228.	8.24	2155.	.080	5.69	71.3	2066.	7.65
34081.25	-3.02	71.4	2106.	7.84	2270.	.084	5.97	69.5	1953.	7.28
34082.25	-2.83	69.6	1987.	7.44	2137.	.078	6.24	67.8	1844.	6.91
34083.25	-1.98	68.2	1871.	7.14	1265.	.046	6.42	66.4	1736.	6.64
34084.25	-3.06	66.8	1757.	6.86	2468.	.092	6.64	65.1	1631.	6.38
34085.25	-2.54	64.9	1646.	6.47	1980.	.072	6.90	63.2	1529.	6.02
34086.25	-2.63	63.6	1537.	6.22	2103.	.078	7.10	62.0	1428.	5.78
34087.25	-3.19	62.0	1431.	5.90	2755.	.103	7.36	60.4	1330.	5.49
34088.25	-3.52	59.9	1329.	5.51	3181.	.117	7.68	58.4	1235.	5.13
34089.25	-2.60	58.0	1230.	5.16	2245.	.082	7.95	56.5	1144.	4.80
34090.25	-3.89	56.3	1133.	4.86	3682.	.135	8.23	54.9	1054.	4.53
34091.25	-3.33	53.7	1040.	4.43	3146.	.117	8.57	52.4	969.	4.13
34092.25	-3.26	52.1	951.	4.16	3115.	.114	8.83	50.8	886.	3.89
34093.25	-3.37	49.9	865.	3.83	3295.	.119	9.12	48.7	807.	3.57
34094.25	-3.41	48.0	782.	3.54	3377.	.125	9.38	46.9	730.	3.31
34095.25	-3.36	45.8	703.	3.22	3383.	.123	9.65	44.8	657.	3.01
34096.25	-4.06	43.8	627.	2.94	4178.	.154	9.94	42.8	586.	2.76
34097.25	-3.97	41.4	555.	2.63	4134.	.152	10.23	40.5	520.	2.46
34098.25	-3.36	39.1	488.	2.35	3529.	.128	10.49	38.3	457.	2.20
34099.25	-4.00	37.1	423.	2.12	4257.	.155	10.73	36.4	397.	1.99
34100.25	-3.86	34.5	363.	1.83	4148.	.154	10.99	33.8	341.	1.72
34101.25	-4.19	32.4	306.	1.61	4538.	.170	11.23	31.8	288.	1.52
34102.25	-4.10	29.9	254.	1.37	4507.	.160	11.46	29.3	240.	1.30
34103.25	-5.14	27.1	205.	1.13	5653.	.210	11.70	26.7	194.	1.07
34104.25	-4.55	24.2	162.	.90	5048.	.193	11.93	23.9	154.	.86
34105.25	-2.74	21.8	124.	.73	3133.	.119	12.06	21.5	118.	.70
34105.32	-2.64	21.7	121.	.72	3034.	.113	12.06	21.5	116.	.69

TEST NO. 36A MARK II ANTISKID/BFG TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	43350.LBS	27.398 IN HG	15.3 C	7.8 KTS	192.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
23325.70	-4.89	155.6	10211.	46.48	0.	0.000	0.00	146.7	9061.	40.98
23326.50	-5.00	153.7	10002.	45.31	0.	0.000	0.00	144.8	8867.	39.90
23327.50	-4.18	150.2	9746.	43.27	0.	0.000	0.00	141.3	8622.	38.02
23328.50	-2.62	148.9	9494.	42.55	0.	0.000	0.00	140.1	8393.	37.36
23329.50	-4.81	146.4	9244.	41.15	1522.	.060	.13	137.7	8160.	36.07
23330.50	-4.01	143.8	8999.	39.67	734.	.027	.45	135.0	7931.	34.71
23331.50	-3.68	141.6	8759.	38.47	482.	.017	.55	132.9	7708.	33.61
23332.50	-3.70	139.4	8521.	37.28	646.	.023	.70	130.7	7489.	32.53
23333.50	-3.54	137.2	8288.	36.14	568.	.020	.84	128.6	7273.	31.47
23334.50	-3.51	135.1	8058.	35.05	662.	.023	.97	126.5	7061.	30.48
23335.50	-3.61	132.9	7832.	33.92	934.	.032	1.17	124.4	6852.	29.44
23336.50	-3.56	130.8	7609.	32.85	1010.	.034	1.39	122.3	6646.	28.46
23337.50	-3.20	129.0	7390.	31.93	637.	.021	1.53	120.5	6446.	27.62
23338.50	-3.29	127.0	7174.	30.95	897.	.029	1.70	118.5	6248.	26.74
23339.50	-3.65	124.8	6961.	29.90	1513.	.049	1.99	116.4	6051.	25.78
23340.50	-2.69	123.1	6753.	29.07	336.	.011	2.13	114.7	5861.	25.02
23341.50	-3.47	121.3	6546.	28.22	1590.	.050	2.36	112.9	5673.	24.24
23342.50	-3.43	119.2	6343.	27.27	1722.	.052	2.70	110.8	5487.	23.38
23343.50	-2.88	117.3	6144.	26.42	1099.	.033	2.96	109.0	5305.	22.61
23344.50	-3.07	115.7	5947.	25.68	1447.	.044	3.19	107.4	5126.	21.94
23345.50	-3.21	113.9	5753.	24.91	1756.	.052	3.49	105.6	4951.	21.24
23346.50	-3.13	111.9	5563.	24.02	1775.	.052	3.84	103.6	4777.	20.43
23347.50	-3.45	109.9	5375.	23.16	2302.	.068	4.25	101.6	4606.	19.66
23348.50	-2.75	108.2	5192.	22.46	1467.	.042	4.55	100.0	4441.	19.03
23349.50	-3.73	106.2	5011.	21.66	2852.	.084	4.98	98.1	4276.	18.30
23350.50	-3.31	104.0	4833.	20.77	2403.	.071	5.45	95.9	4114.	17.51
23351.50	-3.07	102.3	4659.	20.09	2166.	.063	5.81	94.2	3957.	16.89
23352.50	-2.89	100.4	4488.	19.34	2008.	.057	6.18	92.3	3802.	16.22
23353.50	-3.27	98.9	4319.	18.76	2586.	.076	6.53	90.8	3652.	15.70
23354.50	-3.25	96.9	4155.	18.01	2648.	.077	6.97	88.8	3503.	15.02
23355.50	-3.09	94.7	3993.	17.22	2534.	.072	7.40	86.7	3356.	14.31
23356.50	-3.10	93.2	3834.	16.67	2600.	.075	7.77	85.2	3215.	13.82
23357.50	-2.56	91.3	3679.	16.00	1964.	.056	8.13	83.4	3076.	13.22
23358.50	-3.85	89.7	3525.	15.44	3754.	.108	8.57	81.8	2940.	12.72
23359.50	-2.24	87.5	3377.	14.71	1676.	.048	8.98	79.6	2806.	12.07
23360.50	-3.33	86.2	3230.	14.27	3182.	.093	9.30	78.4	2677.	11.69
23361.50	-3.37	84.0	3086.	13.53	3321.	.097	9.82	76.1	2547.	11.03
23362.50	-2.80	82.4	2946.	13.02	2621.	.075	10.20	74.6	2424.	10.58
23363.50	-3.07	80.4	2809.	12.40	3059.	.087	10.62	72.6	2302.	10.03
23364.50	-2.08	78.6	2674.	11.87	1801.	.050	10.95	70.9	2183.	9.56
23364.95	-1.37	78.4	2614.	11.79	927.	.023	10.98	70.6	2133.	9.49

TEST NO. 36B MARK II ANTISKID/BFG TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	38550.LBS	27.402 IN HG	17.0 C	6.9 KTS	195.0 DEG MAG

	-----	-----	-----	TEST DAY	-----	-----	-----	-----	STANDARD DAY	-----
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
25743.95	-4.07	145.3	8988.	36.04	78.	.004	.00	136.3	7847.	31.26
25744.75	-3.66	143.4	8792.	35.11	0.	0.000	.01	134.5	7668.	30.42
25745.75	-4.14	141.3	8552.	34.05	462.	.020	.05	132.4	7449.	29.47
25746.75	-3.92	138.7	8315.	32.81	378.	.016	.18	129.8	7232.	28.34
25747.75	-3.54	136.6	8083.	31.84	52.	.002	.20	127.8	7021.	27.46
25748.75	-3.80	134.3	7854.	30.77	545.	.022	.29	125.5	6812.	26.50
25749.75	-3.56	132.3	7629.	29.86	381.	.016	.37	123.6	6608.	25.68
25750.75	-3.49	130.1	7408.	28.88	434.	.017	.47	121.4	6407.	24.79
25751.75	-3.58	128.0	7190.	27.95	685.	.027	.59	119.3	6209.	23.96
25752.75	-3.25	126.0	6976.	27.09	401.	.016	.69	117.4	6015.	23.19
25753.75	-3.76	124.0	6765.	26.26	1149.	.044	.86	115.5	5824.	22.44
25754.75	-2.65	121.9	6557.	25.38	9.	.000	.97	113.4	5637.	21.65
25755.75	-3.42	120.3	6352.	24.70	1025.	.038	1.07	111.8	5453.	21.04
25756.75	-3.46	118.4	6151.	23.91	1224.	.044	1.29	109.9	5272.	20.33
25757.75	-3.10	116.2	5953.	23.04	918.	.033	1.53	107.8	5093.	19.55
25758.75	-3.18	114.6	5758.	22.42	1154.	.041	1.69	106.3	4919.	18.99
25759.75	-3.23	112.7	5567.	21.67	1320.	.046	1.94	104.4	4747.	18.33
25760.75	-2.87	110.5	5379.	20.85	1005.	.035	2.19	102.3	4577.	17.60
25761.75	-3.13	109.2	5193.	20.33	1387.	.048	2.37	100.9	4413.	17.13
25762.75	-3.29	106.8	5011.	19.48	1693.	.058	2.71	98.6	4248.	16.37
25763.75	-2.87	105.1	4832.	18.85	1281.	.044	2.96	96.9	4089.	15.81
25764.75	-2.41	103.7	4656.	18.35	805.	.027	3.11	95.6	3933.	15.36
25765.75	-3.17	102.0	4482.	17.76	1788.	.061	3.37	93.9	3779.	14.84
25766.75	-2.73	100.4	4312.	17.22	1325.	.045	3.60	92.4	3629.	14.36
25767.75	-3.34	98.4	4144.	16.52	2149.	.073	3.95	90.4	3479.	13.74
25768.75	-2.74	96.6	3979.	15.94	1517.	.051	4.23	88.7	3334.	13.22
25769.75	-3.57	94.5	3817.	15.23	2598.	.089	4.64	86.5	3189.	12.60
25770.75	-2.45	92.9	3660.	14.73	1329.	.045	4.90	85.0	3051.	12.15
25771.75	-3.57	90.9	3504.	14.11	2751.	.093	5.26	83.1	2913.	11.61
25772.75	-3.16	88.9	3353.	13.49	2346.	.079	5.65	81.1	2778.	11.06
25773.75	-2.72	87.2	3204.	12.99	1880.	.054	5.94	79.5	2648.	10.62
25774.75	-3.53	85.5	3057.	12.46	2919.	.098	6.29	77.7	2520.	10.16
25775.75	-3.25	83.4	2915.	11.87	2665.	.090	6.69	75.7	2394.	9.64
25776.75	-3.35	81.6	2776.	11.38	2854.	.094	7.04	74.0	2272.	9.21
25777.75	-3.28	79.6	2640.	10.80	2843.	.095	7.44	71.9	2153.	8.71
25778.75	-3.30	77.7	2507.	10.32	2936.	.097	7.81	70.2	2037.	8.28
25779.75	-3.22	75.6	2378.	9.76	2912.	.097	8.20	68.1	1924.	7.80
25780.75	-2.98	73.8	2252.	9.28	2687.	.089	8.55	66.3	1814.	7.38
25781.75	-3.41	71.9	2128.	8.83	3259.	.109	8.92	64.5	1707.	6.99
25782.75	-3.08	70.2	2009.	8.41	2927.	.096	9.26	62.8	1605.	6.63
25783.75	-4.11	67.7	1892.	7.83	4225.	.142	9.72	60.4	1501.	6.13
25784.75	-2.34	66.1	1779.	7.46	2161.	.071	10.03	58.8	1406.	5.81
25785.75	-2.95	64.6	1669.	7.12	2942.	.097	10.31	57.3	1313.	5.52
25786.75	-3.35	62.6	1561.	6.69	3468.	.116	10.67	55.3	1221.	5.15
25787.75	-2.97	60.8	1458.	6.31	3072.	.101	11.00	53.5	1133.	4.82
25788.75	-3.43	58.8	1356.	5.90	3671.	.122	11.35	51.6	1047.	4.48
25789.75	-2.75	57.0	1259.	5.54	2911.	.096	11.67	49.8	965.	4.17
25790.00	-2.32	56.5	1235.	5.45	2429.	.079	11.67	49.4	945.	4.10

TEST NO. 36C MARK II ANTISKID/BFG TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
36000.LBS	35400.LBS	27.403 IN HG	18.0 C	6.9 KTS	210.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
27557.11	-3.82	138.5	8257.	30.07	28.	.001	.00	130.9	7550.	27.29
27558.00	-4.61	136.2	8050.	29.07	1016.	.047	.15	128.6	7349.	26.34
27559.00	-3.76	133.7	7823.	28.00	248.	.011	.29	126.1	7129.	25.32
27560.00	-3.34	131.7	7599.	27.16	0.	0.000	.29	124.0	6914.	24.52
27561.00	-3.67	129.6	7378.	26.30	405.	.018	.34	122.0	6703.	23.71
27562.00	-3.76	127.3	7162.	25.41	663.	.029	.47	119.8	6494.	22.85
27563.00	-3.52	125.1	6948.	24.53	518.	.023	.60	117.5	6290.	22.02
27564.00	-3.59	123.2	6739.	23.78	750.	.032	.71	115.6	6090.	21.31
27565.00	-3.47	121.0	6533.	22.93	773.	.032	.88	113.4	5892.	20.50
27566.00	-3.55	119.2	6330.	22.26	1000.	.041	1.02	111.7	5700.	19.87
27567.00	-3.14	116.9	6131.	21.43	696.	.028	1.21	109.4	5509.	19.08
27568.00	-3.42	115.2	5935.	20.81	1136.	.045	1.37	107.7	5324.	18.50
27569.00	-2.82	113.3	5743.	20.10	602.	.023	1.54	105.8	5141.	17.83
27570.00	-3.57	111.3	5553.	19.42	1524.	.059	1.76	103.9	4961.	17.19
27571.00	-2.86	109.5	5367.	18.78	849.	.032	1.97	102.0	4785.	16.59
27572.00	-3.52	107.6	5184.	18.16	1657.	.063	2.20	100.2	4612.	16.00
27573.00	-2.82	105.5	5004.	17.45	979.	.038	2.47	98.1	4441.	15.34
27574.00	-2.92	104.1	4827.	16.99	1181.	.044	2.62	96.7	4277.	14.91
27575.00	-2.67	102.0	4653.	16.29	992.	.037	2.88	94.6	4112.	14.25
27576.00	-3.00	100.6	4482.	15.87	1419.	.053	3.05	93.3	3954.	13.86
27577.00	-3.00	98.5	4314.	15.20	1525.	.056	3.35	91.1	3795.	13.23
27578.00	-3.08	96.8	4149.	14.68	1680.	.062	3.60	89.4	3641.	12.75
27579.00	-3.10	95.0	3987.	14.15	1787.	.065	3.87	87.7	3489.	12.25
27580.00	-2.24	93.4	3828.	13.66	898.	.034	4.08	86.0	3342.	11.80
27581.00	-3.00	92.2	3671.	13.32	1788.	.066	4.26	84.9	3199.	11.48
27582.00	-3.26	90.1	3517.	12.73	2160.	.079	4.59	82.8	3055.	10.93
27583.00	-2.58	88.3	3367.	12.23	1482.	.054	4.86	81.0	2916.	10.46
27584.00	-2.74	87.0	3219.	11.86	1709.	.063	5.07	79.7	2781.	10.12
27585.00	-3.15	85.0	3074.	11.33	2239.	.082	5.38	77.7	2646.	9.63
27586.00	-3.43	83.2	2932.	10.85	2609.	.096	5.71	76.0	2515.	9.19
27587.00	-2.85	81.3	2793.	10.37	2044.	.074	6.02	74.1	2387.	8.75
27588.00	-3.26	79.5	2657.	9.91	2556.	.093	6.33	72.3	2262.	8.33
27589.00	-2.64	78.0	2524.	9.54	1930.	.069	6.61	70.8	2142.	7.98
27590.00	-3.01	76.2	2395.	9.09	2399.	.087	6.90	68.9	2023.	7.58
27591.00	-3.17	74.4	2267.	8.68	2628.	.096	7.21	67.2	1908.	7.20
27592.00	-3.19	72.5	2144.	8.23	2715.	.099	7.55	65.3	1795.	6.79
27593.00	-3.19	70.7	2023.	7.83	2774.	.100	7.87	63.5	1686.	6.43
27594.00	-3.29	68.7	1905.	7.40	2936.	.108	8.21	61.6	1579.	6.04
27595.00	-3.28	66.7	1791.	6.97	2988.	.109	8.55	59.5	1475.	5.65
27596.00	-2.46	64.9	1680.	6.61	2135.	.078	8.82	57.8	1376.	5.32
27597.00	-2.94	63.4	1571.	6.31	2714.	.097	9.08	56.3	1280.	5.06
27598.00	-2.85	61.7	1466.	5.97	2674.	.094	9.37	54.6	1187.	4.75
27599.00	-2.54	60.2	1363.	5.68	2355.	.086	9.61	53.1	1098.	4.49
27600.00	-3.34	58.4	1263.	5.34	3282.	.121	9.91	51.3	1010.	4.19
27601.00	-3.54	56.4	1166.	4.99	3551.	.131	10.23	49.3	924.	3.88
27602.00	-3.45	54.2	1073.	4.60	3509.	.129	10.57	47.1	841.	3.53
27603.00	-3.26	52.3	983.	4.29	3353.	.120	10.87	45.3	764.	3.27
27604.00	-3.16	50.5	896.	4.00	3285.	.117	11.14	43.5	690.	3.02
27605.00	-3.18	48.6	813.	3.70	3351.	.119	11.42	41.6	618.	2.76
27606.00	-3.15	46.5	732.	3.39	3364.	.119	11.70	39.5	550.	2.49
27607.00	-3.44	45.0	655.	3.17	3707.	.134	11.95	38.0	487.	2.30
27608.00	-3.64	42.5	581.	2.82	3970.	.145	12.26	35.5	424.	2.01
27609.00	-3.10	40.6	511.	2.58	3411.	.124	12.50	33.6	367.	1.80
27610.00	-2.33	38.8	444.	2.35	2596.	.095	12.71	31.8	313.	1.61
27610.36	-1.79	38.3	421.	2.30	2032.	.070	12.72	31.4	295.	1.57

TEST NO. 37A MARK II ANTISKID/BFG TIRES/DRY RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	42700.LBS	27.565 IN HG	19.8 C	2.4 KTS	30.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
24552.37	-4.95	146.6	3646.	40.63	1164.	.047	.04	147.2	3691.	41.22
24553.25	-6.71	143.7	3430.	39.05	3697.	.146	.64	144.3	3474.	39.65
24554.25	-8.07	139.1	3191.	36.58	5862.	.224	1.90	139.7	3235.	37.17
24555.25	-8.66	134.2	2961.	34.05	7059.	.255	3.40	134.9	3005.	34.64
24556.25	-8.62	129.0	2739.	31.47	7557.	.250	5.04	129.8	2783.	32.07
24557.25	-9.14	123.8	2525.	28.95	8597.	.277	6.76	124.6	2570.	29.54
24558.25	-10.09	118.1	2321.	26.39	10164.	.339	8.69	119.0	2365.	26.97
24559.25	-9.82	112.1	2127.	23.76	10135.	.329	10.66	113.1	2172.	24.34
24560.25	-9.85	106.3	1942.	21.37	10480.	.340	12.54	107.4	1987.	21.94
24561.25	-9.10	100.7	1768.	19.17	9762.	.312	14.27	101.8	1813.	19.73
24562.25	-8.97	95.3	1602.	17.18	9838.	.319	15.87	96.5	1647.	17.73
24563.25	-9.00	90.1	1446.	15.33	10098.	.326	17.41	91.3	1490.	15.86
24564.25	-9.02	84.7	1298.	13.56	10357.	.336	18.90	86.0	1342.	14.08
24565.25	-8.36	79.6	1160.	11.98	9697.	.304	20.25	81.0	1203.	12.48
24566.25	-7.89	74.9	1030.	10.60	9262.	.284	21.45	76.3	1072.	11.08
24567.25	-9.07	69.8	907.	9.21	10995.	.345	22.69	71.3	948.	9.67
24568.25	-8.81	64.5	794.	7.85	10828.	.341	23.91	66.0	834.	8.29
24569.25	-7.56	59.4	690.	6.67	9342.	.281	24.94	61.0	728.	7.09
24570.25	-7.88	55.1	593.	5.73	9888.	.303	25.84	56.7	629.	6.12
24571.25	-7.28	50.5	504.	4.82	9226.	.275	26.67	52.2	539.	5.18
24572.25	-8.04	46.0	422.	4.01	10343.	.312	27.45	47.8	455.	4.35
24573.25	-7.89	41.2	348.	3.21	10259.	.308	28.20	43.1	379.	3.53
24574.25	-7.81	36.8	283.	2.56	10258.	.301	28.84	38.7	312.	2.84
24575.25	-7.03	32.0	225.	1.93	9300.	.280	29.40	33.9	252.	2.19
24576.25	-4.83	28.6	174.	1.55	6436.	.196	29.77	30.6	198.	1.78
24576.92	-3.19	26.9	143.	1.37	4305.	.126	29.87	28.9	163.	1.59

TEST NO. 378 MARK II ANTISKID/BFG TIRES/DRY RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	38350.LBS	27.569 IN HG	22.5 C	1.3 KTS	0.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
26606.50	-5.26	140.9	3158.	33.71	1211.	.062	.07	138.4	3015.	32.22
26607.50	-6.92	137.2	2923.	31.96	3496.	.172	.70	134.8	2792.	30.56
26608.50	-7.96	132.7	2695.	29.87	5124.	.234	1.75	130.3	2575.	28.58
26609.50	-8.97	127.8	2475.	27.72	6752.	.288	3.05	125.6	2366.	26.53
26610.50	-9.72	122.2	2264.	25.35	8175.	.318	4.67	120.1	2166.	24.28
26611.50	-10.25	116.1	2063.	22.89	9194.	.349	6.45	114.2	1975.	21.94
26612.50	-9.46	110.4	1872.	20.68	8566.	.313	8.09	108.6	1794.	19.85
26613.50	-10.22	104.5	1690.	18.53	9772.	.359	9.77	102.9	1621.	17.80
26614.50	-8.81	98.9	1519.	16.62	8360.	.302	11.27	97.4	1458.	15.97
26615.50	-10.36	93.1	1356.	14.73	10447.	.388	12.81	91.8	1303.	14.17
26616.50	-9.18	87.2	1204.	12.92	9294.	.341	14.30	86.0	1159.	12.45
26617.50	-9.19	81.9	1062.	11.39	9531.	.342	15.61	80.8	1023.	10.99
26618.50	-9.38	76.4	928.	9.91	9956.	.365	16.90	75.5	895.	9.58
26619.50	-9.64	70.8	803.	8.52	10472.	.376	18.15	70.0	777.	8.25
26620.50	-9.29	65.3	689.	7.23	10248.	.359	19.31	64.6	667.	7.02
26621.50	-10.30	59.4	584.	5.99	11613.	.422	20.45	58.9	567.	5.83
26622.50	-10.03	53.2	488.	4.81	11470.	.411	21.53	52.8	476.	4.70
26623.50	-9.02	47.7	403.	3.87	10403.	.374	22.42	47.5	395.	3.80
26624.50	-8.23	42.6	328.	3.07	9613.	.322	23.15	42.4	322.	3.03
26625.50	-7.48	37.8	260.	2.43	8803.	.306	23.76	37.8	257.	2.40
26626.50	-7.89	33.5	199.	1.90	9370.	.329	24.28	33.6	198.	1.90
26627.50	-7.58	28.5	147.	1.38	9083.	.320	24.76	28.8	147.	1.39
26628.15	-4.89	26.0	117.	1.15	5930.	.202	24.89	26.3	118.	1.16

TEST NO. 38A MARK III ANTISKID/BFG TIRES/WET RUNWAY(WATER ONLY)

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	43200.LBS	27.435 IN HG	15.5 C	6.5 KTS	180.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
23060.55	-4.40	153.6	8737.	45.14	0.	0.000	0.00	147.0	7994.	41.11
23061.50	-4.48	151.2	8492.	43.71	0.	0.000	0.00	144.5	7763.	39.77
23062.50	-4.25	148.5	8239.	42.18	0.	0.000	0.00	141.9	7524.	38.33
23063.50	-3.78	146.3	7991.	40.92	0.	0.000	0.00	139.7	7290.	37.14
23064.50	-3.55	144.1	7746.	39.71	0.	0.000	0.00	137.5	7060.	36.01
23065.50	-3.72	141.8	7504.	38.47	324.	.012	.10	135.3	6833.	34.85
23066.50	-3.58	139.9	7267.	37.41	272.	.010	.14	133.4	6611.	33.85
23067.50	-3.44	137.6	7033.	36.23	219.	.008	.23	131.2	6391.	32.75
23068.50	-3.90	135.7	6802.	35.22	948.	.034	.35	129.3	6175.	31.80
23069.50	-3.73	133.0	6575.	33.83	951.	.033	.65	126.6	5961.	30.50
23070.50	-3.14	131.1	6352.	32.89	264.	.009	.73	124.8	5754.	29.62
23071.50	-3.58	129.2	6132.	31.90	974.	.033	.88	122.8	5548.	28.70
23072.50	-3.65	127.0	5916.	30.85	1227.	.041	1.13	120.7	5346.	27.72
23073.50	-3.39	125.0	5704.	29.90	1023.	.034	1.34	118.7	5149.	26.83
23074.50	-3.31	122.9	5495.	28.89	1204.	.037	1.60	116.6	4954.	25.89
23075.50	-3.93	121.0	5289.	27.99	2224.	.067	1.94	114.7	4762.	25.05
23076.50	-3.95	118.3	5087.	26.74	2409.	.072	2.49	112.0	4572.	23.89
23077.50	-2.74	116.6	4889.	26.01	876.	.027	2.71	110.4	4390.	23.20
23078.50	-3.96	114.5	4693.	25.06	2645.	.078	3.10	108.3	4208.	22.33
23079.50	-3.69	112.5	4502.	24.20	2393.	.071	3.54	106.3	4030.	21.52
23080.50	-3.77	110.2	4314.	23.21	2634.	.077	4.04	104.0	3856.	20.60
23081.50	-3.65	108.0	4131.	22.32	2577.	.076	4.50	102.0	3686.	19.79
23082.50	-4.17	105.4	3950.	21.24	3411.	.099	5.11	99.3	3517.	18.78
23083.50	-3.32	103.4	3774.	20.43	2370.	.068	5.57	97.3	3355.	18.03
23084.50	-3.32	101.1	3602.	19.57	2457.	.073	6.03	95.1	3195.	17.23
23085.50	-3.68	99.5	3432.	18.92	3023.	.088	6.45	93.5	3040.	16.63
23086.50	-3.60	96.8	3267.	17.91	3037.	.088	7.02	90.8	2886.	15.70
23087.50	-4.18	94.8	3104.	17.18	3888.	.115	7.55	88.9	2737.	15.03
23088.50	-2.90	92.6	2947.	16.40	2284.	.065	8.02	86.7	2592.	14.31
23089.50	-4.45	90.6	2792.	15.70	4442.	.128	8.55	84.7	2450.	13.66
23090.50	-4.32	87.9	2642.	14.76	4378.	.127	9.23	82.0	2311.	12.81
23091.50	-3.27	85.3	2495.	13.93	3068.	.088	9.78	79.5	2176.	12.04
23092.50	-3.61	83.7	2352.	13.41	3584.	.104	10.21	78.0	2047.	11.57
23093.50	-3.62	81.3	2213.	12.64	3693.	.106	10.75	75.5	1920.	10.86
23094.50	-3.69	79.3	2078.	12.02	3844.	.113	11.24	73.6	1797.	10.30
23095.50	-3.83	77.0	1946.	11.35	4123.	.119	11.77	71.3	1677.	9.69
23096.50	-3.43	74.8	1817.	10.71	3665.	.105	12.26	69.2	1561.	9.11
23097.50	-3.32	73.0	1693.	10.18	3577.	.102	12.69	67.3	1449.	8.63
23098.50	-3.89	70.8	1571.	9.60	4410.	.126	13.19	65.2	1340.	8.10
23099.50	-3.10	68.6	1454.	8.99	3430.	.097	13.65	63.0	1234.	7.55
23099.95	-2.62	67.8	1402.	8.79	2793.	.081	13.72	62.2	1188.	7.37

TEST NO. 388 MARK III ANTISKID/BFG TIRES/WET RUNWAY(WATER ONLY)

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	38200.LBS	27.435 IN HG	18.5 C	6.1 KTS	215.0 DEG MAG

	--------------------TEST DAY						----------------------	----STANDARD DAY----		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
24943.00	-3.93	150.9	8160.	38.52	0.	0.000	0.00	142.2	7254.	34.04
24944.00	-4.09	148.4	7907.	37.24	0.	0.000	.00	139.8	7020.	32.86
24945.00	-3.58	146.4	7658.	36.24	0.	0.000	.00	137.8	6792.	31.94
24946.00	-4.08	143.8	7413.	34.98	211.	.009	.04	135.3	6565.	30.78
24947.00	-3.84	141.8	7172.	34.01	60.	.003	.04	133.3	6345.	29.89
24948.00	-3.51	139.3	6935.	32.82	0.	0.000	.09	130.8	6126.	28.80
24949.00	-3.94	137.4	6701.	31.93	510.	.021	.13	129.0	5912.	27.98
24950.00	-3.28	135.0	6472.	30.80	0.	0.000	.22	126.6	5701.	26.94
24951.00	-3.56	133.3	6245.	30.03	305.	.013	.23	124.9	5495.	26.24
24952.00	-4.34	130.7	6022.	28.90	1390.	.057	.49	122.4	5290.	25.21
24953.00	-4.02	128.3	5804.	27.82	1196.	.048	.76	120.0	5090.	24.22
24954.00	-4.10	125.9	5589.	26.80	1542.	.058	1.07	117.7	4893.	23.29
24955.00	-3.99	123.6	5379.	25.83	1620.	.059	1.37	115.4	4701.	22.41
24956.00	-3.94	121.0	5172.	24.75	1716.	.063	1.76	112.8	4511.	21.42
24957.00	-3.32	119.1	4969.	24.00	1105.	.039	1.98	111.0	4327.	20.74
24958.00	-3.89	117.0	4770.	23.16	1905.	.067	2.29	109.0	4147.	19.97
24959.00	-4.34	114.5	4575.	22.16	2594.	.089	2.76	106.5	3968.	19.07
24960.00	-4.18	111.9	4384.	21.19	2536.	.086	3.26	104.0	3793.	18.19
24961.00	-3.60	109.8	4197.	20.39	1953.	.067	3.62	101.9	3624.	17.46
24962.00	-4.08	107.1	4013.	19.40	2639.	.093	4.12	99.2	3456.	16.56
24963.00	-4.05	105.1	3835.	18.69	2721.	.093	4.56	97.3	3296.	15.92
24964.00	-3.75	102.3	3660.	17.70	2486.	.084	5.07	94.5	3136.	15.03
24965.00	-3.76	100.2	3488.	16.98	2596.	.088	5.49	92.4	2981.	14.37
24966.00	-3.75	98.2	3321.	16.32	2663.	.090	5.90	90.5	2831.	13.78
24967.00	-3.81	95.8	3157.	15.53	2833.	.098	6.37	88.2	2683.	13.07
24968.00	-3.83	93.8	2997.	14.89	2964.	.097	6.81	86.2	2541.	12.50
24969.00	-3.24	91.5	2841.	14.16	2361.	.078	7.22	83.9	2401.	11.84
24970.00	-3.77	89.6	2687.	13.58	3048.	.102	7.62	82.1	2265.	11.33
24971.00	-4.00	87.3	2538.	12.90	3418.	.114	8.11	79.8	2131.	10.71
24972.00	-3.38	85.1	2393.	12.26	2769.	.092	8.54	77.7	2003.	10.15
24973.00	-3.84	82.9	2251.	11.62	3386.	.115	8.99	75.4	1877.	9.58
24974.00	-3.85	80.7	2113.	11.01	3476.	.118	9.47	73.3	1754.	9.03
24975.00	-3.35	78.5	1980.	10.42	2969.	.099	9.90	71.1	1637.	8.51
24976.00	-3.35	76.4	1848.	9.87	3030.	.103	10.29	69.1	1522.	8.03
24977.00	-4.35	74.3	1721.	9.34	4295.	.143	10.77	67.0	1410.	7.56
24978.00	-3.23	71.8	1598.	8.72	3057.	.099	11.22	64.6	1302.	7.02
24979.00	-3.44	70.0	1478.	8.28	3342.	.113	11.58	62.8	1199.	6.63
24980.00	-4.22	67.7	1361.	7.76	4350.	.144	12.05	60.6	1098.	6.17
24981.00	-3.36	65.3	1249.	7.22	3387.	.115	12.47	58.2	1001.	5.70
24982.00	-4.03	63.5	1140.	6.81	4253.	.139	12.87	56.4	908.	5.35
24983.00	-3.99	60.9	1036.	6.28	4259.	.144	13.32	53.9	818.	4.88
24984.00	-4.28	58.6	935.	5.81	4668.	.156	13.76	51.6	733.	4.48
24985.00	-3.69	56.0	838.	5.31	4034.	.135	14.18	49.1	651.	4.05
24986.00	-4.75	53.7	745.	4.87	5344.	.181	14.62	46.8	572.	3.68
24987.00	-3.69	51.2	657.	4.44	4147.	.139	15.02	44.4	499.	3.31
24988.00	-4.88	48.6	572.	4.00	5623.	.186	15.44	41.8	429.	2.94
24989.00	-3.13	45.9	493.	3.57	3611.	.117	15.79	39.2	364.	2.58
24989.20	-2.96	45.6	477.	3.51	3416.	.111	15.79	38.8	352.	2.54

TEST NO. 38C MARK III ANTISKID/BFG TIRES/WET RUNWAY(WATER ONLY)

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
34000.LBS	34225.LBS	27.433 IN HG	22.0 C	7.4 KTS	215.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
26976.41	-3.73	140.4	7125.	29.86	0.	0.000	0.00	129.8	6096.	25.34
26977.25	-3.70	138.7	6929.	29.13	0.	0.000	0.00	128.1	5921.	24.69
26978.25	-3.63	136.5	6697.	28.23	0.	0.000	0.00	126.0	5714.	23.88
26979.25	-3.95	134.1	6469.	27.24	403.	.019	.07	123.6	5508.	23.00
26980.25	-3.58	132.1	6244.	26.42	131.	.006	.10	121.6	5308.	22.27
26981.25	-3.63	129.8	6023.	25.53	325.	.015	.18	119.5	5111.	21.48
26982.25	-3.89	127.7	5806.	24.72	709.	.033	.27	117.4	4918.	20.76
26983.25	-3.41	125.3	5593.	23.78	349.	.016	.44	115.0	4726.	19.91
26984.25	-3.05	123.7	5383.	23.17	87.	.004	.45	113.4	4542.	19.37
26985.25	-3.12	121.6	5176.	22.40	321.	.014	.53	111.4	4359.	18.69
26986.25	-3.35	119.8	4972.	21.76	720.	.030	.63	109.7	4180.	18.12
26987.25	-3.47	117.5	4771.	20.93	972.	.040	.84	107.5	4002.	17.39
26988.25	-3.41	115.8	4574.	20.33	1076.	.042	.99	105.8	3830.	16.86
26989.25	-4.05	113.2	4381.	19.41	1892.	.073	1.36	103.2	3657.	16.04
26990.25	-3.19	111.6	4191.	18.86	1057.	.042	1.55	101.7	3492.	15.56
26991.25	-4.05	109.0	4005.	18.02	2118.	.082	1.91	99.2	3327.	14.81
26992.25	-4.38	106.8	3823.	17.27	2572.	.100	2.32	97.0	3166.	14.16
26993.25	-4.63	103.9	3645.	16.34	2963.	.117	2.85	94.1	3008.	13.34
26994.25	-3.11	101.7	3472.	15.66	1458.	.055	3.19	92.0	2856.	12.74
26995.25	-4.24	99.6	3302.	15.03	2755.	.104	3.55	90.0	2708.	12.18
26996.25	-3.53	97.0	3136.	14.26	2100.	.081	3.98	87.5	2562.	11.51
26997.25	-3.67	95.2	2973.	13.74	2326.	.089	4.31	85.7	2422.	11.06
26998.25	-3.46	93.0	2815.	13.11	2185.	.084	4.67	83.6	2285.	10.51
26999.25	-4.61	90.4	2659.	12.38	3515.	.136	5.16	81.0	2149.	9.88
27000.25	-3.45	88.2	2509.	11.78	2358.	.092	5.57	78.8	2019.	9.36
27001.25	-4.30	85.8	2362.	11.16	3363.	.129	6.00	76.6	1892.	8.82
27002.25	-3.63	83.4	2219.	10.53	2756.	.102	6.44	74.2	1769.	8.28
27003.25	-3.84	81.4	2080.	10.05	3042.	.114	6.81	72.3	1650.	7.86
27004.25	-3.83	79.1	1945.	9.49	3100.	.118	7.23	70.0	1535.	7.38
27005.25	-3.90	76.8	1813.	8.93	3267.	.121	7.65	67.7	1423.	6.90
27006.25	-4.11	74.5	1685.	8.40	3566.	.132	8.08	65.5	1314.	6.45
27007.25	-4.15	72.0	1561.	7.85	3676.	.138	8.53	63.0	1209.	5.98
27008.25	-3.78	69.7	1442.	7.36	3355.	.125	8.93	60.8	1109.	5.57
27009.25	-4.20	67.3	1327.	6.86	3865.	.146	9.35	58.5	1013.	5.15
27010.25	-4.33	64.7	1215.	6.34	4085.	.152	9.81	55.9	919.	4.71
27011.25	-2.90	62.4	1106.	5.91	2615.	.100	10.15	53.8	831.	4.35
27012.25	-3.83	60.9	1003.	5.62	3655.	.137	10.46	52.2	747.	4.11
27013.16	-2.82	58.6	911.	5.20	2647.	.098	10.70	50.0	673.	3.76

TEST NO. 39A MARK III ANTISKID/DUNLOP TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	43850.LBS	27.671 IN HG	14.0 C	2.6 KTS	325.0 DEG MAG

	-----	-----	TEST DAY	-----	-----	-----	-----	----STANDARD DAY----		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
22911.25	-5.63	146.9	8492.	41.88	0.	*000	0.00	145.5	8162.	40.27
22912.25	-5.45	143.4	8247.	39.92	0.	*000	0.00	142.0	7928.	38.39
22913.25	-4.51	140.5	8008.	38.31	0.	*000	0.00	139.1	7699.	36.85
22914.25	-3.51	138.1	7773.	37.02	0.	*000	0.00	136.8	7474.	35.61
22915.25	-3.60	136.1	7541.	35.97	488.	.016	.04	134.8	7252.	34.61
22916.25	-3.24	134.0	7313.	34.85	0.	*000	.12	132.7	7034.	33.54
22917.25	-3.25	132.2	7089.	33.91	89.	.003	.12	130.9	6818.	32.64
22918.25	-3.77	130.0	6867.	32.83	943.	.032	.27	128.8	6606.	31.60
22919.25	-3.23	127.9	6650.	31.73	361.	.012	.42	126.7	6398.	30.55
22920.25	-3.04	126.0	6435.	30.82	251.	.008	.47	124.9	6192.	29.67
22921.25	-3.47	124.3	6224.	30.01	976.	.031	.58	123.2	5989.	28.90
22922.25	-3.06	122.2	6016.	29.00	537.	.017	.75	121.1	5790.	27.93
22923.25	-3.79	120.4	5811.	28.13	1657.	.052	.97	119.3	5594.	27.10
22924.25	-3.24	118.0	5610.	27.03	1100.	.034	1.29	117.0	5401.	26.04
22925.25	-3.07	116.4	5412.	26.28	1087.	.032	1.45	115.3	5211.	25.32
22926.25	-3.49	114.3	5218.	25.34	1803.	.052	1.78	113.3	5025.	24.42
22927.25	-2.99	112.4	5026.	24.54	1200.	.035	2.04	111.5	4841.	23.65
22928.25	-3.07	110.7	4838.	23.77	1409.	.041	2.28	109.7	4661.	22.92
22929.25	-3.60	108.6	4653.	22.91	2241.	.066	2.65	107.7	4483.	22.08
22930.25	-3.41	106.5	4472.	22.02	2116.	.061	3.05	105.6	4309.	21.24
22931.25	-3.28	104.5	4294.	21.21	2032.	.059	3.41	103.7	4138.	20.45
22932.25	-3.77	102.5	4118.	20.38	2798.	.081	3.84	101.6	3970.	19.66
22933.25	-3.41	100.2	3947.	19.51	2409.	.070	4.29	99.4	3806.	18.83
22934.25	-3.34	98.6	3779.	18.89	2408.	.068	4.64	97.8	3645.	18.22
22935.25	-3.55	96.3	3615.	18.01	2793.	.082	5.10	95.6	3488.	17.39
22936.25	-3.75	94.2	3454.	17.22	3171.	.091	5.57	93.5	3333.	16.63
22937.25	-3.47	92.0	3297.	16.43	2896.	.082	6.05	91.3	3182.	15.87
22938.25	-3.80	90.0	3144.	15.71	3431.	.097	6.52	89.3	3035.	15.18
22939.25	-2.33	88.1	2994.	15.08	1508.	.043	6.85	87.5	2891.	14.57
22940.25	-3.85	86.6	2846.	14.57	3633.	.105	7.22	86.0	2748.	14.08
22941.25	-3.58	84.3	2702.	13.79	3369.	.096	7.73	83.7	2611.	13.33
22942.25	-3.58	82.0	2561.	13.04	3450.	.100	8.23	81.4	2475.	12.61
22943.25	-3.33	80.2	2425.	12.48	3202.	.090	8.65	79.6	2344.	12.07
22944.25	-3.29	77.9	2292.	11.79	3215.	.092	9.10	77.4	2216.	11.42
22945.25	-3.29	76.2	2161.	11.28	3279.	.095	9.49	75.8	2091.	10.93
22946.25	-3.58	74.0	2035.	10.63	3756.	.108	9.97	73.6	1969.	10.30
22947.25	-3.10	72.0	1911.	10.07	3181.	.090	10.38	71.5	1850.	9.76
22948.25	-3.92	70.2	1791.	9.55	4360.	.124	10.83	69.8	1735.	9.27
22949.25	-3.82	67.5	1675.	8.84	4313.	.123	11.36	67.1	1623.	8.58
22950.25	-3.55	65.5	1562.	8.33	4007.	.114	11.80	65.2	1515.	8.09
22951.25	-3.20	63.6	1454.	7.86	3597.	.102	12.20	63.3	1410.	7.64
22952.25	-3.18	61.8	1348.	7.40	3631.	.102	12.56	61.5	1308.	7.19
22953.25	-4.10	59.5	1245.	6.89	4941.	.141	13.02	59.3	1209.	6.70
22954.25	-3.66	57.3	1147.	6.38	4412.	.125	13.47	57.1	1114.	6.21
22955.25	-2.71	55.2	1052.	5.92	3174.	.090	13.83	55.0	1023.	5.76
22956.25	-3.87	53.6	960.	5.58	4798.	.137	14.17	53.4	933.	5.44
22957.25	-3.13	50.9	871.	5.03	3863.	.110	14.58	50.8	848.	4.91
22957.45	-2.74	50.6	854.	4.98	3341.	.094	14.58	50.5	832.	4.86

TEST NO. 39B MARK III ANTISKID/DUNLOP TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	38950.LBS	27.676 IN HG	17.0 C	.4 KTS	335.0 DEG MAG

	-----TEST DAY-----							----STANDARD DAY----		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
25339.08	-3.91	137.1	7309.	32.42	39.	.002	.00	134.4	6849.	30.38
25340.00	-3.61	135.0	7097.	31.43	0.	0.000	.03	132.3	6651.	29.46
25341.00	-3.88	132.9	6871.	30.45	462.	.018	.08	130.3	6439.	28.54
25342.00	-3.25	130.7	6649.	29.45	0.	0.000	.12	128.1	6231.	27.61
25343.00	-4.01	128.8	6430.	28.59	902.	.035	.20	126.2	6026.	26.80
25344.00	-3.30	126.3	6215.	27.50	189.	.007	.35	123.8	5825.	25.78
25345.00	-3.35	124.6	6003.	26.77	358.	.013	.37	122.2	5627.	25.10
25346.00	-3.84	122.2	5794.	25.76	1099.	.041	.59	119.8	5431.	24.15
25347.00	-3.28	120.3	5590.	24.97	536.	.020	.71	118.0	5240.	23.41
25348.00	-3.55	118.1	5389.	24.04	991.	.036	.91	115.8	5051.	22.54
25349.00	-2.76	116.5	5191.	23.39	148.	.005	.98	114.2	4866.	21.93
25350.00	-3.51	114.5	4996.	22.60	1159.	.042	1.13	112.2	4684.	21.19
25351.00	-3.41	112.4	4804.	21.78	1169.	.042	1.36	110.2	4504.	20.42
25352.00	-3.71	110.3	4616.	20.99	1637.	.060	1.63	108.2	4328.	19.68
25353.00	-3.66	108.1	4432.	20.15	1719.	.061	1.95	106.0	4156.	18.90
25354.00	-3.36	106.0	4252.	19.38	1478.	.051	2.23	103.9	3987.	18.17
25355.00	-3.37	104.0	4074.	18.64	1587.	.056	2.51	101.9	3820.	17.48
25356.00	-3.33	102.0	3901.	17.95	1639.	.057	2.79	100.1	3658.	16.84
25357.00	-3.14	100.0	3730.	17.25	1541.	.053	3.05	98.1	3498.	16.19
25358.00	-3.78	98.0	3562.	16.56	2394.	.083	3.40	96.1	3341.	15.53
25359.00	-3.11	96.2	3399.	15.97	1668.	.059	3.69	94.4	3188.	14.98
25360.00	-3.72	93.9	3238.	15.20	2520.	.087	4.07	92.1	3037.	14.26
25361.00	-3.27	92.0	3081.	14.58	2070.	.071	4.40	90.2	2890.	13.68
25362.00	-3.25	90.0	2928.	13.97	2137.	.072	4.72	88.3	2746.	13.10
25363.00	-4.12	88.0	2777.	13.36	3266.	.114	5.13	86.3	2605.	12.53
25364.00	-3.75	85.6	2631.	12.62	2926.	.100	5.58	83.9	2469.	11.85
25365.00	-3.78	83.2	2488.	11.94	3073.	.104	6.02	81.6	2335.	11.21
25366.00	-4.11	81.2	2350.	11.37	3547.	.122	6.46	79.6	2205.	10.67
25367.00	-3.45	78.7	2215.	10.67	2864.	.095	6.90	77.2	2079.	10.01
25368.00	-3.35	76.8	2083.	10.16	2803.	.095	7.26	75.3	1956.	9.54
25369.00	-3.44	75.1	1956.	9.73	2974.	.101	7.59	73.7	1836.	9.13
25370.00	-4.81	72.2	1831.	9.00	4726.	.163	8.13	70.9	1719.	8.45
25371.00	-2.74	70.2	1711.	8.50	2315.	.076	8.50	68.9	1607.	7.98
25372.00	-3.73	68.5	1595.	8.10	3568.	.118	8.83	67.2	1498.	7.60
25373.00	-3.72	65.9	1481.	7.48	3649.	.120	9.27	64.6	1391.	7.03
25374.00	-3.67	64.0	1372.	7.06	3646.	.121	9.64	62.8	1288.	6.63
25375.00	-3.39	61.5	1266.	6.52	3398.	.111	10.04	60.3	1189.	6.12
25376.00	-3.35	60.0	1163.	6.20	3377.	.114	10.39	58.9	1093.	5.83
25377.00	-4.55	57.2	1064.	5.65	4935.	.159	10.81	56.2	1000.	5.31
25378.00	-3.41	54.9	970.	5.19	3614.	.119	11.19	53.9	911.	4.88
25379.00	-4.14	52.9	878.	4.83	4554.	.148	11.55	52.0	826.	4.54
25380.00	-3.39	50.3	792.	4.36	3707.	.123	11.93	49.4	744.	4.10
25381.00	-3.96	48.7	708.	4.09	4449.	.145	12.23	47.8	666.	3.85
25382.00	-4.81	45.6	629.	3.58	5556.	.180	12.67	44.8	592.	3.37
25383.00	-3.88	42.8	553.	3.16	4489.	.149	13.04	42.0	521.	2.97
25384.00	-4.10	40.9	483.	2.89	4790.	.160	13.39	40.2	455.	2.72
25385.00	-5.11	38.0	416.	2.49	6088.	.198	13.72	37.3	392.	2.35
25386.00	-4.44	35.1	355.	2.12	5331.	.175	14.08	34.5	334.	2.00
25387.00	-4.30	32.7	297.	1.84	5209.	.170	14.39	32.1	281.	1.74
25388.00	-5.02	29.9	244.	1.54	6120.	.204	14.65	29.4	231.	1.46
25389.00	-5.04	26.9	197.	1.25	6209.	.201	14.94	26.5	186.	1.18
25390.00	-4.38	24.0	154.	.99	5446.	.179	15.18	23.6	146.	.94
25391.00	-4.44	21.5	115.	.79	5557.	.181	15.38	21.2	109.	.75
25391.73	-3.62	19.5	90.	.66	4589.	.150	15.47	19.3	85.	.62

TEST NO. 39C MARK III ANTISKID/DUNLOP TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
36000.LBS	35200.LBS	27.678 IN HG	22.6 C	.9 KTS	0.0 DEG MAG

	-----	-----	-----	---TEST DAY---	-----	-----	-----	----STANDARD	DAY----	----
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
27345.68	-4.17	123.2	5854.	23.67	962.	.041	.01	123.0	5962.	24.12
27346.50	-3.30	121.4	5685.	22.95	123.	.005	.13	121.2	5790.	23.39
27347.50	-3.43	119.5	5482.	22.24	378.	.016	.17	119.3	5584.	22.67
27348.50	-3.45	117.4	5282.	21.48	530.	.023	.26	117.2	5381.	21.90
27349.50	-3.24	115.4	5085.	20.77	402.	.017	.34	115.3	5182.	21.18
27350.50	-3.65	113.4	4892.	20.04	953.	.040	.49	113.3	4986.	20.44
27351.50	-2.86	111.6	4703.	19.39	207.	.009	.56	111.4	4794.	19.79
27352.50	-3.92	109.4	4516.	18.66	1503.	.061	.76	109.3	4604.	19.04
27353.50	-3.35	107.6	4333.	18.03	958.	.040	.93	107.5	4419.	18.40
27354.50	-3.66	105.2	4153.	17.25	1488.	.059	1.20	105.1	4237.	17.61
27355.50	-3.39	103.2	3977.	16.61	1341.	.052	1.42	103.2	4058.	16.96
27356.50	-3.46	101.3	3805.	16.00	1526.	.057	1.66	101.3	3883.	16.34
27357.50	-3.40	99.2	3636.	15.33	1551.	.060	1.94	99.1	3712.	15.66
27358.50	-3.31	97.2	3470.	14.72	1552.	.060	2.19	97.2	3543.	15.04
27359.50	-4.03	95.0	3307.	14.07	2460.	.093	2.53	95.0	3378.	14.39
27360.50	-3.46	92.7	3149.	13.40	1956.	.073	2.89	92.7	3218.	13.70
27361.50	-3.37	90.8	2994.	12.85	1934.	.072	3.17	90.8	3060.	13.14
27362.50	-3.81	88.6	2843.	12.24	2520.	.092	3.52	88.7	2906.	12.53
27363.50	-3.41	86.5	2695.	11.65	2172.	.079	3.86	86.5	2756.	11.93
27364.50	-3.37	84.5	2551.	11.13	2192.	.083	4.17	84.6	2609.	11.40
27365.50	-3.96	82.4	2410.	10.59	2924.	.109	4.53	82.5	2466.	10.85
27366.50	-4.16	79.8	2273.	9.92	3259.	.119	4.98	79.9	2327.	10.17
27367.50	-3.24	77.6	2140.	9.39	2333.	.084	5.32	77.7	2192.	9.63
27368.50	-4.02	75.7	2010.	8.93	3254.	.119	5.68	75.8	2060.	9.16
27369.50	-3.42	73.4	1885.	8.40	2683.	.097	6.05	73.6	1933.	8.62
27370.50	-3.92	71.3	1763.	7.92	3298.	.121	6.41	71.4	1808.	8.13
27371.50	-3.54	68.9	1645.	7.40	2975.	.107	6.78	69.1	1688.	7.60
27372.50	-3.52	66.9	1530.	6.97	3005.	.111	7.12	67.1	1571.	7.17
27373.50	-3.89	64.9	1419.	6.56	3469.	.129	7.47	65.1	1457.	6.75
27374.50	-4.11	62.3	1312.	6.05	3806.	.136	7.89	62.5	1348.	6.23
27375.50	-3.73	59.9	1209.	5.59	3459.	.125	8.26	60.1	1244.	5.76
27376.50	-3.95	57.7	1109.	5.19	3760.	.136	8.61	57.9	1142.	5.35
27377.50	-3.89	55.1	1013.	4.73	3753.	.141	8.99	55.4	1045.	4.88
27378.50	-3.73	53.2	922.	4.41	3637.	.134	9.30	53.4	951.	4.55
27379.50	-4.21	50.5	834.	3.98	4228.	.157	9.67	50.8	862.	4.12
27380.50	-4.09	48.2	751.	3.63	4148.	.157	10.00	48.6	776.	3.76
27381.50	-4.15	45.9	672.	3.28	4272.	.160	10.33	46.2	695.	3.40
27382.50	-3.81	43.4	597.	2.94	3975.	.142	10.64	43.8	619.	3.05
27383.50	-4.26	41.1	525.	2.63	4507.	.166	10.94	41.4	545.	2.73
27384.50	-3.54	38.6	458.	2.32	3776.	.138	11.22	39.0	477.	2.42
27385.50	-4.02	36.3	395.	2.06	4349.	.157	11.48	36.7	412.	2.15
27386.50	-4.18	33.9	335.	1.79	4567.	.166	11.75	34.3	350.	1.88
27387.50	-4.39	31.3	280.	1.52	4846.	.175	12.01	31.7	294.	1.60
27388.50	-4.82	28.8	230.	1.29	5358.	.194	12.26	29.2	242.	1.36
27389.50	-4.39	25.7	184.	1.03	4935.	.179	12.50	26.1	194.	1.09
27390.50	-5.01	23.1	142.	.83	5651.	.204	12.70	23.6	150.	.89
27391.50	-4.16	20.2	105.	.63	4761.	.172	12.89	20.7	113.	.68
27392.50	-2.57	18.2	73.	.51	3045.	.110	13.01	18.7	79.	.56
27392.68	-2.47	17.9	68.	.50	2952.	.103	13.01	18.4	73.	.54

TEST NO. 40A MARK III ANTISKID/DUNLOP TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
41000.LBS	41500.LBS	27.669 IN HG	16.8 C	.4 KTS	350.0 DEG MAG

	-----	-----	-----	TEST DAY	-----	-----	-----	----STANDARD	DAY----	
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
23493.61	-4.04	139.4	7396.	35.71	0.	*000	0.00	137.6	7118.	34.38
23494.50	-3.67	137.3	7188.	34.62	60.	.002	.00	135.5	6919.	33.33
23495.50	-3.47	135.3	6958.	33.61	5.	.000	.00	133.5	6698.	32.36
23496.50	-3.90	133.1	6732.	32.56	707.	.027	.10	131.4	6480.	31.35
23497.50	-3.57	130.8	6509.	31.45	442.	.016	.23	129.2	6266.	30.29
23498.50	-3.34	128.8	6290.	30.46	279.	.010	.30	127.1	6056.	29.34
23499.50	-3.47	126.9	6074.	29.56	585.	.021	.38	125.2	5848.	28.47
23500.50	-3.81	124.7	5862.	28.58	1171.	.041	.58	123.1	5644.	27.53
23501.50	-3.93	122.3	5653.	27.49	1445.	.050	.87	120.8	5444.	26.48
23502.50	-3.50	120.2	5449.	26.53	1032.	.036	1.10	118.7	5247.	25.56
23503.50	-3.62	118.1	5247.	25.61	1312.	.044	1.34	116.6	5054.	24.67
23504.50	-3.33	116.0	5050.	24.71	1065.	.036	1.56	114.5	4864.	23.80
23505.50	-3.82	113.9	4856.	23.84	1841.	.062	1.85	112.5	4677.	22.97
23506.50	-3.67	111.7	4665.	22.92	1772.	.060	2.19	110.3	4494.	22.09
23507.50	-3.22	109.6	4479.	22.08	1317.	.045	2.46	108.3	4315.	21.28
23508.50	-3.27	107.9	4295.	21.38	1473.	.049	2.69	106.6	4138.	20.61
23509.50	-3.51	105.7	4115.	20.54	1900.	.064	3.03	104.4	3965.	19.79
23510.50	-3.52	103.8	3938.	19.78	2011.	.067	3.36	102.5	3795.	19.07
23511.50	-3.30	101.4	3765.	18.91	1857.	.061	3.73	100.2	3628.	18.23
23512.50	-3.59	99.8	3595.	18.30	2317.	.076	4.04	98.6	3464.	17.64
23513.50	-4.09	97.2	3428.	17.34	3096.	.102	4.56	96.0	3305.	16.72
23514.50	-3.37	95.2	3266.	16.64	2271.	.074	4.94	94.0	3149.	16.04
23515.50	-3.39	93.0	3108.	15.90	2391.	.077	5.33	91.9	2996.	15.34
23516.50	-3.58	91.1	2952.	15.23	2735.	.088	5.72	90.0	2846.	14.69
23517.50	-3.25	89.1	2800.	14.59	2378.	.078	6.09	88.1	2700.	14.07
23518.50	-3.53	86.9	2651.	13.86	2845.	.093	6.52	85.8	2557.	13.38
23519.50	-3.24	85.1	2506.	13.30	2561.	.082	6.87	84.1	2417.	12.83
23520.50	-4.56	82.8	2364.	12.59	4364.	.138	7.39	81.8	2280.	12.15
23521.50	-3.13	80.2	2227.	11.83	2630.	.082	7.87	79.3	2149.	11.42
23522.50	-3.62	78.6	2093.	11.35	3302.	.106	8.23	77.7	2019.	10.96
23523.50	-3.68	76.2	1963.	10.66	3489.	.110	8.71	75.3	1894.	10.29
23524.50	-3.87	73.9	1835.	10.04	3819.	.120	9.18	73.1	1771.	9.70
23525.50	-3.43	71.8	1712.	9.46	3338.	.103	9.62	71.0	1653.	9.14
23526.50	-3.15	70.0	1593.	9.01	3023.	.097	9.97	69.3	1538.	8.71
23527.50	-4.30	67.6	1477.	8.39	4600.	.146	10.46	66.8	1426.	8.10
23528.50	-3.32	65.3	1365.	7.82	3424.	.106	10.89	64.5	1318.	7.56
23529.50	-3.86	63.2	1256.	7.35	4169.	.133	11.30	62.6	1213.	7.10
23530.50	-4.18	60.9	1151.	6.82	4672.	.146	11.77	60.3	1113.	6.59
23531.50	-3.72	58.4	1051.	6.27	4150.	.131	12.22	57.8	1016.	6.07
23532.50	-4.22	56.2	954.	5.80	4868.	.151	12.65	55.6	922.	5.61
23533.50	-4.43	53.5	861.	5.26	5219.	.160	13.12	53.0	833.	5.09
23534.50	-3.98	50.9	773.	4.76	4716.	.143	13.56	50.4	748.	4.61
23535.50	-3.90	48.8	689.	4.38	4663.	.143	13.93	48.4	667.	4.24
23536.50	-4.17	46.4	608.	3.95	5069.	.156	14.32	45.9	589.	3.83
23537.50	-4.60	43.9	532.	3.54	5688.	.175	14.72	43.5	515.	3.43
23538.50	-4.10	41.2	460.	3.12	5111.	.155	15.11	40.8	446.	3.02
23539.50	-4.82	38.8	392.	2.77	6097.	.183	15.47	38.5	381.	2.69
23540.50	-4.51	35.8	330.	2.35	5743.	.178	15.85	35.5	321.	2.29
23541.50	-4.75	33.2	272.	2.03	6104.	.188	16.18	33.0	264.	1.97
23542.50	-5.10	30.3	218.	1.68	6607.	.205	16.51	30.1	212.	1.64
23543.50	-5.63	27.1	169.	1.35	7344.	.227	16.84	27.0	165.	1.32
23544.50	-4.95	23.7	126.	1.03	6520.	.202	17.14	23.6	124.	1.01
23545.16	-2.93	22.1	102.	.90	3948.	.119	17.22	22.0	100.	.88

TEST NO. 408 MARK III ANTISKID/DUNLOP TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC,
38000.LBS	37550.LBS	27.672 IN HG	17.5 C	1.3 KTS	30.0 DEG MAG

	----------TEST DAY----------							----STANDARD DAY----		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
25762.99	-4.21	134.2	6610.	29.94	504.	.021	.01	135.0	6755.	30.65
25763.75	58	131.9	6423.	28.93	1106.	.047	.22	132.7	6566.	29.62
25764.75	- .82	129.4	6203.	27.83	348.	.015	.37	130.2	6343.	28.50
25765.75	-3.49	127.3	5986.	26.95	92.	.004	.39	128.1	6124.	27.60
25766.75	-3.85	125.2	5773.	26.06	641.	.026	.48	126.0	5907.	26.70
25767.75	-3.38	123.1	5564.	25.18	255.	.010	.56	123.9	5695.	25.81
25768.75	-4.12	120.8	5358.	24.26	1255.	.049	.74	121.6	5486.	24.88
25769.75	-3.36	118.6	5156.	23.36	523.	.020	.91	119.4	5281.	23.97
25770.75	-3.67	116.5	4957.	22.57	995.	.038	1.05	117.3	5080.	23.16
25771.75	-3.68	114.3	4763.	21.74	1108.	.043	1.25	115.2	4882.	22.32
25772.75	-3.93	112.0	4572.	20.86	1552.	.060	1.53	112.9	4688.	21.43
25773.75	-3.58	109.8	4384.	20.05	1262.	.048	1.78	110.7	4498.	20.61
25774.75	-3.96	107.7	4201.	19.27	1829.	.071	2.07	108.5	4311.	19.81
25775.75	-3.64	105.3	4021.	18.43	1607.	.060	2.39	106.2	4129.	18.96
25776.75	-3.25	103.4	3845.	17.76	1262.	.047	2.62	104.2	3950.	18.27
25777.75	-4.29	101.1	3672.	16.98	2588.	.096	2.99	102.0	3774.	17.49
25778.75	-3.33	98.7	3504.	16.18	1579.	.060	3.35	99.5	3603.	16.67
25779.75	-3.28	97.0	3339.	15.64	1617.	.060	3.58	97.9	3435.	16.12
25780.75	-3.82	94.7	3177.	14.90	2363.	.086	3.93	95.6	3270.	15.37
25781.75	-4.22	92.5	3019.	14.22	2811.	.103	4.32	93.4	3109.	14.68
25782.75	-3.59	89.9	2865.	13.44	2310.	.085	4.73	90.8	2953.	13.88
25783.75	-3.23	88.0	2715.	12.87	1982.	.072	5.04	88.9	2800.	13.31
25784.75	-3.77	86.1	2568.	12.32	2687.	.099	5.37	87.0	2650.	12.75
25785.75	-3.76	83.6	2425.	11.61	2782.	.102	5.80	84.5	2504.	12.02
25786.75	-3.70	81.6	2285.	11.07	2802.	.102	6.16	82.6	2361.	11.47
25787.75	-3.22	79.4	2150.	10.48	2345.	.083	6.52	80.4	2223.	10.86
25788.75	-3.74	77.3	2016.	9.95	3037.	.106	6.87	78.3	2087.	10.32
25789.75	-3.87	75.2	1888.	9.41	3256.	.117	7.28	76.2	1956.	9.77
25790.75	-3.19	73.1	1763.	8.87	2558.	.090	7.62	74.0	1828.	9.22
25791.75	-5.13	70.7	1641.	8.32	4886.	.179	8.09	71.7	1703.	8.66
25792.75	-2.86	68.1	1525.	7.72	2341.	.083	8.50	69.1	1585.	8.04
25793.75	-4.23	66.2	1411.	7.29	4022.	.140	8.86	67.2	1468.	7.60
25794.75	-3.66	63.8	1301.	6.77	3425.	.122	9.27	64.8	1355.	7.07
25795.75	-4.15	61.5	1195.	6.28	4077.	.143	9.67	62.5	1247.	6.58
25796.75	-4.16	59.0	1094.	5.80	4162.	.148	10.09	60.1	1142.	6.07
25797.75	-3.80	56.5	996.	5.31	3827.	.134	10.49	57.6	1042.	5.57
25798.75	-2.77	54.7	902.	4.97	2670.	.094	10.76	55.7	946.	5.22
25799.75	-5.37	52.5	811.	4.58	5777.	.200	11.17	53.5	852.	4.82
25800.75	-3.97	49.3	726.	4.03	4232.	.147	11.60	50.3	764.	4.26
25801.75	-4.12	47.1	645.	3.69	4457.	.156	11.94	48.2	680.	3.91
25802.75	-4.13	44.6	567.	3.30	4534.	.158	12.29	45.7	600.	3.51
25803.75	-4.44	42.2	494.	2.96	4953.	.172	12.63	43.3	524.	3.16
25804.75	-4.87	39.2	425.	2.55	5528.	.190	13.00	40.3	452.	2.73
25805.75	-4.78	36.7	361.	2.24	5477.	.188	13.33	37.8	386.	2.40
25806.75	-4.70	33.6	302.	1.88	5439.	.190	13.66	34.8	325.	2.03
25807.75	-5.46	30.5	247.	1.55	6388.	.221	13.98	31.7	268.	1.69
25808.75	-5.07	27.4	198.	1.25	5984.	.208	14.27	28.5	216.	1.37
25809.75	-5.21	24.3	154.	.98	6194.	.217	14.54	25.5	170.	1.09
25810.75	-3.41	21.8	116.	.79	4135.	.143	14.69	23.0	129.	.89
25810.77	-3.21	21.7	115.	.79	3913.	.132	14.69	22.9	128.	.88

TEST NO. 41A MARK III ANTISKID/STANDARD TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	42350.LBS	27.545 IN HG	15.9 C	0.0 KTS	220.0 DEG MAG

	----------TEST DAY						----------	----STANDARD DAY		----
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
24143.40	-4.34	150.8	8863.	42.61	0.	0.000	0.00	150.5	8969.	43.12
24144.25	-4.03	148.6	8648.	41.41	0.	0.000	0.00	148.4	8751.	41.90
24145.25	-4.42	146.3	8399.	40.11	0.	0.000	0.00	146.0	8499.	40.59
24146.25	-3.38	143.7	8154.	38.69	0.	0.000	0.00	143.4	8252.	39.15
24147.25	-4.07	141.9	7913.	37.75	148.	.007	.01	141.7	8008.	38.20
24148.25	-3.54	139.4	7676.	36.42	0.	0.000	.09	139.1	7768.	36.86
24149.25	-3.67	137.4	7443.	35.41	171.	.007	.10	137.2	7532.	35.84
24150.25	-3.75	135.1	7213.	34.21	427.	.016	.22	134.8	7299.	34.61
24151.25	-3.64	132.9	6987.	33.10	450.	.016	.32	132.6	7070.	33.49
24152.25	-3.74	130.7	6764.	32.05	737.	.026	.46	130.5	6845.	32.43
24153.25	-3.04	128.7	6546.	31.06	0.	0.000	.53	128.5	6624.	31.43
24154.25	-3.08	126.8	6330.	30.15	119.	.004	.54	126.6	6405.	30.51
24155.25	-3.22	125.1	6117.	29.35	397.	.014	.58	124.9	6190.	29.70
24156.25	-3.36	123.1	5907.	28.40	729.	.025	.72	122.9	5978.	28.74
24157.25	-3.13	121.3	5701.	27.56	534.	.018	.83	121.0	5769.	27.89
24158.25	-3.51	119.3	5498.	26.67	1161.	.039	1.01	119.1	5564.	26.99
24159.25	-3.49	117.1	5299.	25.69	1264.	.043	1.28	116.9	5362.	25.99
24160.25	-2.97	115.2	5103.	24.89	701.	.024	1.43	115.0	5164.	25.19
24161.25	-3.57	113.3	4910.	24.08	1618.	.054	1.67	113.1	4969.	24.36
24162.25	-4.19	111.5	4721.	23.30	2539.	.085	2.01	111.3	4777.	23.57
24163.25	-1.59	108.6	4535.	22.12	0.	0.000	2.31	108.5	4589.	22.39
24164.25	-2.75	109.1	4350.	22.31	790.	.026	2.34	108.9	4402.	22.57
24165.25	-3.36	106.1	4170.	21.12	1739.	.058	2.77	106.0	4220.	21.37
24166.25	-3.41	104.4	3992.	20.42	1882.	.063	3.04	104.2	4040.	20.67
24167.25	-3.23	102.4	3818.	19.65	1762.	.057	3.37	102.2	3863.	19.89
24168.25	-3.26	100.4	3646.	18.91	1901.	.062	3.69	100.3	3690.	19.13
24169.25	-2.91	98.6	3479.	18.22	1526.	.050	3.96	98.4	3520.	18.44
24170.25	-3.63	96.7	3314.	17.52	2583.	.083	4.32	96.5	3353.	17.73
24171.25	-3.50	94.4	3152.	16.72	2512.	.082	4.74	94.3	3190.	16.92
24172.25	-2.92	92.5	2995.	16.05	1838.	.059	5.08	92.4	3030.	16.24
24173.25	-3.14	91.0	2840.	15.51	2222.	.070	5.36	90.8	2874.	15.70
24174.25	-3.12	88.9	2688.	14.80	2287.	.072	5.74	88.7	2720.	14.98
24175.25	-3.12	87.3	2539.	14.29	2348.	.075	6.05	87.2	2570.	14.46
24176.25	-2.42	85.2	2394.	13.61	1529.	.048	6.37	85.1	2423.	13.78
24176.45	-2.08	85.0	2365.	13.53	1087.	.034	6.37	84.8	2393.	13.70

TEST NO. 418 MARK III ANTISKID/STANDARD TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	37700.LBS	27.544 IN HG	20.0 C	0.0 KTS	100.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
26893.89	-4.30	140.2	7194.	32.82	261.	.012	.01	138.5	7074.	32.28
26804.75	-3.79	137.9	6992.	31.76	0.	0.000	.06	136.2	6875.	31.23
26895.75	-4.22	136.0	6760.	30.85	556.	.024	.10	134.3	6647.	30.34
26896.75	-3.82	133.3	6534.	29.66	273.	.011	.24	131.7	6425.	29.16
26897.75	-3.74	131.1	6310.	28.70	321.	.013	.28	129.5	6205.	28.22
26898.75	-3.68	128.9	6091.	27.72	398.	.016	.39	127.3	5989.	27.25
26899.75	-3.25	126.9	5875.	26.88	19.	.001	.40	125.3	5777.	26.43
26900.75	-3.60	124.8	5662.	25.98	576.	.023	.49	123.2	5568.	25.55
26901.75	-3.58	122.9	5453.	25.19	647.	.025	.59	121.3	5362.	24.77
26902.75	-4.29	120.4	5248.	24.17	1633.	.062	.87	118.9	5160.	23.77
26903.75	-3.49	118.1	5047.	23.29	819.	.032	1.08	116.7	4963.	22.90
26904.75	-3.32	116.2	4849.	22.52	742.	.029	1.23	114.7	4768.	22.14
26905.75	-4.00	114.2	4654.	21.77	1648.	.064	1.44	112.8	4577.	21.41
26906.75	-3.50	111.8	4464.	20.88	1216.	.046	1.73	110.5	4390.	20.53
26907.75	-3.82	109.7	4277.	20.10	1721.	.064	1.99	108.4	4206.	19.77
26908.75	-3.19	107.4	4094.	19.24	1094.	.041	2.28	106.0	4026.	18.92
26909.75	-3.50	105.8	3914.	18.68	1538.	.058	2.47	104.5	3849.	18.37
26910.75	-3.69	103.2	3738.	17.79	1908.	.069	2.84	102.0	3676.	17.49
26911.75	-3.23	101.4	3565.	17.16	1463.	.054	3.09	100.2	3506.	16.88
26912.75	-3.85	99.3	3395.	16.46	2282.	.084	3.43	98.1	3339.	16.18
26913.75	-3.86	97.0	3230.	15.71	2416.	.087	3.82	95.8	3176.	15.45
26914.75	-3.75	94.6	3068.	14.93	2404.	.086	4.22	93.4	3017.	14.68
26915.75	-3.81	92.4	2910.	14.26	2578.	.091	4.61	91.3	2862.	14.02
26916.75	-3.48	90.4	2756.	13.65	2261.	.083	4.95	89.3	2710.	13.42
26917.75	-4.26	87.8	2605.	12.86	3301.	.119	5.44	86.7	2562.	12.64
26918.75	-2.23	86.3	2459.	12.44	997.	.035	5.65	85.3	2418.	12.23
26919.75	-4.30	84.0	2315.	11.76	3512.	.125	6.05	82.9	2276.	11.57
26920.75	-4.10	81.8	2175.	11.17	3366.	.119	6.50	80.8	2138.	10.99
26921.75	-3.85	79.2	2039.	10.48	3176.	.112	6.97	78.3	2005.	10.31
26922.50	-3.66	77.7	1940.	10.08	3009.	.108	7.35	76.8	1907.	9.91
26923.75	-3.59	74.9	1779.	9.36	3037.	.106	7.76	74.0	1749.	9.21
26925.00	-3.53	72.1	1623.	8.68	3074.	.107	7.97	71.2	1596.	8.54
26925.75	-3.19	70.7	1533.	8.34	2721.	.096	8.51	69.8	1507.	8.20
26926.75	-3.82	68.6	1415.	7.85	3533.	.125	8.88	67.7	1392.	7.72
26927.75	-2.77	66.5	1301.	7.39	2384.	.081	9.22	65.7	1279.	7.27
26928.04	-2.09	66.2	1269.	7.31	1597.	.055	9.22	65.4	1248.	7.19

TEST NO. 42A MARK III ANTISKID/STANDARD TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	43200.LBS	27.565 IN HG	16.5 C	3.0 KTS	233.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KF
22886.04	-4.18	158.7	9887.	48.17	0.	0.000	0.00	153.8	9275.	45.06
22887.00	-3.84	156.4	9632.	46.80	0.	0.000	0.00	151.6	9031.	43.75
22888.00	-3.71	154.3	9370.	45.54	0.	0.000	0.00	149.5	8781.	42.55
22889.00	-4.07	151.9	9111.	44.11	0.	0.000	0.00	147.1	8533.	41.19
22890.00	-3.74	149.9	8657.	42.95	0.	0.000	0.00	145.1	8291.	40.09
22891.00	-3.92	147.4	8606.	41.52	248.	.009	.04	142.6	8051.	38.73
22892.00	-3.44	145.1	8359.	40.27	0.	0.000	.04	140.4	7816.	37.54
22893.00	-3.63	143.1	8116.	39.15	63.	.002	.05	138.4	7584.	36.47
22894.00	-3.23	141.0	7876.	38.02	0.	0.000	.06	136.4	7356.	35.40
22895.00	-2.98	139.2	7640.	37.04	0.	0.000	.06	134.6	7132.	34.47
22896.00	-3.53	137.3	7406.	36.06	329.	.012	.07	132.7	6910.	33.53
22897.00	-3.55	135.1	7176.	34.89	499.	.018	.21	130.5	6691.	32.43
22898.00	-3.13	133.3	6950.	34.00	52.	.002	.22	128.8	6476.	31.57
22899.00	-3.37	131.3	6727.	32.95	540.	.018	.33	126.7	6264.	30.57
22900.00	-3.74	129.3	6507.	31.99	1148.	.039	.48	124.9	6055.	29.67
22901.00	-3.01	126.8	6290.	30.73	337.	.011	.73	122.3	5849.	28.47
22902.00	-3.35	126.0	6077.	30.35	877.	.029	.78	121.5	5649.	28.11
22903.00	-4.17	122.8	5867.	28.85	2302.	.072	1.31	118.4	5447.	26.69
22904.00	-3.32	121.4	5660.	28.16	1257.	.039	1.47	117.0	5253.	26.04
22905.00	-4.45	119.0	5456.	27.10	2912.	.089	1.95	114.7	5060.	25.03
22906.00	-2.16	116.8	5261.	26.08	0.	0.000	2.20	112.4	4873.	24.06
22907.00	-2.38	115.7	5064.	25.61	320.	.010	2.21	111.4	4689.	23.62
22908.00	-3.67	113.7	4870.	24.71	2191.	.067	2.55	109.4	4505.	22.77
22909.00	-3.05	111.7	4679.	23.85	1496.	.044	2.96	107.4	4325.	21.96
22910.00	-2.93	110.2	4493.	23.24	1410.	.042	3.14	106.0	4150.	21.37
22911.00	-2.84	108.2	4308.	22.41	1392.	.041	3.43	104.0	3976.	20.59
22912.00	-3.20	106.7	4126.	21.79	1958.	.057	3.69	102.5	3805.	20.01
22913.00	-2.89	104.9	3948.	21.04	1599.	.049	4.01	100.7	3638.	19.30
22913.29	-2.88	104.4	3897.	20.83	1633.	.049	4.02	100.2	3589.	19.10

TEST NO. 42B   MARK III ANTISKID/STANDARD TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	38850.LBS	27.570 IN HG	20.0 C	3.9 KTS	245.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
24931.46	-4.41	160.8	9517.	44.46	0.	0.000	0.00	153.0	8458.	39.37
24932.25	-4.46	158.7	9304.	43.32	0.	0.000	0.00	151.0	8264.	38.34
24933.25	-4.32	156.0	9039.	41.87	0.	0.000	0.00	148.4	8022.	37.03
24934.25	-4.38	153.5	8777.	40.52	0.	0.000	0.00	145.9	7784.	35.81
24935.25	-4.10	151.1	8520.	39.24	0.	0.000	0.00	143.5	7551.	34.65
24936.25	-3.96	148.6	8268.	37.98	0.	0.000	0.00	141.1	7322.	33.51
24937.25	-4.10	146.2	8018.	36.78	102.	.004	.01	138.8	7096.	32.43
24938.25	-4.00	143.8	7774.	35.55	176.	.007	.06	136.4	6874.	31.31
24939.25	-3.73	141.7	7533.	34.51	0.	0.000	.06	134.4	6656.	30.37
24940.25	-3.68	139.3	7296.	33.39	69.	.003	.09	132.1	6441.	29.36
24941.25	-3.38	137.4	7062.	32.45	0.	0.000	.09	130.2	6231.	28.52
24942.25	-3.41	135.4	6832.	31.52	13.	.001	.09	128.3	6023.	27.68
24943.25	-3.49	133.2	6606.	30.53	264.	.010	.15	126.2	5819.	26.78
24944.25	-3.55	131.1	6382.	29.58	437.	.017	.22	124.1	5617.	25.93
24945.25	-3.85	129.0	6163.	28.63	950.	.036	.38	122.1	5419.	25.07
24946.25	-3.29	126.8	5947.	27.65	402.	.015	.53	119.9	5225.	24.19
24947.25	-4.01	124.9	5734.	26.81	1383.	.053	.71	118.0	5034.	23.43
24948.50	-3.26	122.0	5474.	25.59	670.	.025	.94	115.2	4799.	22.33
24949.25	-3.47	120.5	5321.	24.97	1029.	.038	1.16	113.8	4662.	21.77
24950.25	-3.37	118.4	5119.	24.12	1013.	.038	1.36	111.8	4480.	21.01
24951.25	-4.13	116.3	4920.	23.27	2039.	.077	1.69	109.7	4302.	20.25
24952.25	-3.43	114.1	4727.	22.40	1325.	.049	1.98	107.6	4128.	19.47
24953.25	-3.73	111.8	4536.	21.51	1798.	.068	2.32	105.4	3956.	18.67
24954.25	-3.62	110.0	4349.	20.80	1782.	.064	2.61	103.5	3789.	18.03
24955.25	-3.39	107.5	4165.	19.89	1658.	.058	2.97	101.2	3624.	17.22
24956.25	-3.13	105.9	3985.	19.28	1387.	.050	3.19	99.6	3464.	16.67
24957.25	-3.63	103.7	3808.	18.50	2110.	.076	3.53	97.4	3306.	15.97
24958.25	-3.86	101.6	3635.	17.74	2494.	.089	3.92	95.3	3151.	15.29
24959.25	-3.08	99.4	3465.	16.99	1649.	.059	4.27	93.2	3000.	14.63
24960.25	-3.04	97.8	3299.	16.44	1675.	.061	4.52	91.6	2852.	14.13
24960.86	-2.90	96.5	3199.	16.03	1557.	.056	4.63	90.5	2763.	13.76

TEST NO. 42C MARK III ANTISKID/STANDARD TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
34000.LBS	34550.LBS	27.575 IN HG	22.2 C	3.5 KTS	250.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
27164.65	-3.79	143.7	7551.	31.58	0.	0.000	0.00	136.8	6753.	28.15
27165.50	-4.55	141.5	7346.	30.63	313.	.017	.02	134.6	6566.	27.28
27166.50	-3.88	139.1	7110.	29.58	0.	0.000	.04	132.3	6350.	26.33
27167.50	-4.10	136.6	6877.	28.53	157.	.008	.05	129.8	6137.	25.37
27168.50	-3.90	134.4	6648.	27.61	80.	.004	.06	127.7	5929.	24.53
27169.50	-3.50	132.1	6423.	26.68	0.	0.000	.07	125.5	5724.	23.69
27170.50	-3.58	130.0	6202.	25.86	56.	.003	.07	123.5	5523.	22.95
27171.50	-3.74	127.9	5984.	25.01	339.	.016	.11	121.4	5325.	22.17
27172.50	-3.55	125.6	5770.	24.12	298.	.013	.20	119.1	5130.	21.37
27173.50	-3.47	123.8	5560.	23.43	319.	.014	.22	117.4	4940.	20.74
27174.50	-3.22	121.6	5353.	22.63	166.	.007	.28	115.3	4752.	20.01
27175.50	-3.37	119.8	5149.	21.95	465.	.019	.34	113.5	4567.	19.39
27176.50	-3.49	117.9	4948.	21.25	665.	.029	.44	111.6	4386.	18.76
27177.50	-3.45	115.7	4752.	20.46	760.	.034	.61	109.5	4208.	18.04
27178.50	-3.47	113.7	4558.	19.78	986.	.041	.75	107.6	4033.	17.43
27180.00	-3.52	110.4	4274.	18.63	1235.	.050	1.04	104.3	3776.	16.38
27180.75	-4.05	108.8	4136.	18.11	1898.	.077	1.21	102.8	3650.	15.91
27181.50	-4.12	106.8	3999.	17.44	2126.	.082	1.75	100.9	3526.	15.31
27182.50	-4.00	104.5	3820.	16.71	2082.	.083	2.02	98.7	3365.	14.65
27183.50	-3.45	102.3	3646.	16.01	1594.	.064	2.33	96.5	3207.	14.02
27184.50	-2.37	100.5	3475.	15.45	528.	.021	2.49	94.8	3053.	13.52
27185.50	-6.43	99.1	3306.	15.01	4960.	.194	2.90	93.3	2902.	13.11
27186.50	-4.29	94.1	3144.	13.55	2887.	.111	3.69	88.5	2751.	11.80
27187.50	-2.24	93.4	2985.	13.34	717.	.028	3.79	87.8	2611.	11.61
27188.50	-3.56	91.6	2830.	12.84	2210.	.085	4.05	86.1	2472.	11.16
27189.50	-4.35	89.0	2677.	12.10	3170.	.120	4.50	83.5	2334.	10.50
27190.50	-3.35	86.7	2529.	11.49	2181.	.084	4.89	81.3	2201.	9.94
27191.50	-3.55	84.8	2385.	11.00	2475.	.095	5.21	79.5	2073.	9.50
27192.50	-4.26	82.2	2243.	10.33	3329.	.127	5.65	76.9	1945.	8.91
27193.50	-3.45	79.9	2106.	9.75	2554.	.096	6.05	74.7	1823.	8.39
27194.50	-3.27	78.2	1973.	9.36	2413.	.092	6.34	73.1	1705.	8.04
27195.50	-4.21	75.8	1843.	8.79	3509.	.134	6.77	70.7	1588.	7.52
27196.50	-3.35	73.5	1718.	8.27	2662.	.101	7.15	68.5	1477.	7.06
27197.50	-3.09	71.7	1595.	7.85	2454.	.091	7.45	66.7	1368.	6.69
27198.50	-3.53	69.5	1475.	7.40	2983.	.113	7.79	64.6	1263.	6.29
27199.50	-3.93	67.5	1360.	6.98	3488.	.129	8.15	62.7	1160.	5.91
27200.50	-3.83	65.1	1248.	6.48	3434.	.134	8.55	60.3	1061.	5.47
27201.50	-2.88	63.1	1140.	6.08	2487.	.094	8.86	58.3	967.	5.12
27201.90	-2.25	62.4	1098.	5.96	1828.	.069	8.89	57.7	930.	5.01

TEST NO. 43A MARK III ANTISKID/STANDARD TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	43000.LBS	27.515 IN HG	22.0 C	4.1 KTS	210.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
23586.23	-3.63	162.1	10671.	50.02	0.	0.000	0.00	154.9	9785.	45.70
23569.00	-4.25	160.5	10462.	49.02	0.	0.000	0.00	153.3	9588.	44.76
23570.00	-4.06	157.7	10193.	47.36	0.	0.000	0.00	150.6	9334.	43.20
23571.00	-3.87	155.5	9929.	46.01	0.	0.000	0.00	148.4	9086.	41.93
23572.00	-3.64	153.3	9668.	44.76	0.	0.000	0.00	146.3	8841.	40.77
23573.00	-3.93	150.9	9411.	43.35	0.	0.000	0.00	144.0	8599.	39.45
23574.00	-3.66	148.9	9158.	42.20	0.	0.000	0.00	142.0	8363.	38.38
23575.00	-3.53	146.5	8909.	40.87	0.	0.000	.00	139.7	8129.	37.13
23576.00	-3.56	144.4	8663.	39.70	0.	0.000	.00	137.6	7898.	36.05
23577.00	-3.78	142.4	8421.	38.61	338.	.013	.02	135.6	7672.	35.02
23578.00	-3.37	140.0	8183.	37.32	0.	0.000	.11	133.3	7448.	33.82
23579.00	-3.13	138.3	7948.	36.41	0.	0.000	.11	131.6	7229.	32.97
23580.00	-3.59	136.3	7716.	35.34	522.	.019	.19	129.6	7012.	31.98
23581.00	-2.86	134.5	7488.	34.45	0.	0.000	.20	127.9	6800.	31.14
23582.00	-3.76	132.5	7262.	33.41	999.	.036	.32	125.9	6590.	30.18
23583.00	-3.12	130.4	7041.	32.38	277.	.010	.44	123.9	6382.	29.21
23584.00	-3.33	128.6	6822.	31.48	692.	.024	.53	122.1	6179.	28.38
23585.00	-3.37	126.6	6606.	30.53	860.	.029	.69	120.2	5978.	27.50
23586.00	-3.47	124.7	6394.	29.58	1109.	.038	.90	118.2	5781.	26.61
23587.00	-3.11	122.6	6186.	28.59	739.	.026	1.10	116.2	5587.	25.70
23588.00	-3.31	120.8	5980.	27.78	1145.	.039	1.28	114.5	5396.	24.94
23589.00	-2.33	119.0	5778.	26.96	0.	0.000	1.39	112.7	5209.	24.18
23590.00	-2.78	117.7	5578.	26.36	661.	.022	1.43	111.4	5025.	23.62
23591.00	-2.86	115.9	5381.	25.56	865.	.029	1.62	109.6	4842.	22.88
23592.00	-2.97	114.3	5187.	24.89	1087.	.036	1.76	108.1	4664.	22.26
23593.00	-3.49	112.2	4995.	23.96	1900.	.062	2.11	106.0	4485.	21.40
23594.00	-3.06	110.5	4808.	23.23	1500.	.048	2.39	104.3	4312.	20.72
23595.00	-2.70	108.6	4623.	22.44	1126.	.035	2.66	102.5	4142.	19.99
23595.33	-2.42	108.1	4563.	22.24	771.	.024	2.67	102.0	4086.	19.81

TEST NO. 438 MARK III ANTISKID/STANDARD TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	38375.LBS	27.515 IN HG	25.0 C	7.6 KTS	228.0 DEG MAG

	-----	-----	-----TEST	DAY-----	-----	-----	-----	----STANDARD	DAY----	----
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
25687.19	-3.41	159.8	10379.	43.36	0.	0.000	0.00	147.7	8844.	36.68
25688.00	-4.04	157.8	10162.	42.28	0.	0.000	0.00	145.7	8649.	35.72
25689.00	-4.06	155.4	9898.	41.04	0.	0.000	0.00	143.5	8412.	34.62
25690.00	-3.92	153.0	9637.	39.79	0.	0.000	0.00	141.1	8179.	33.51
25691.00	-4.14	150.7	9381.	38.60	113.	.005	.01	138.9	7950.	32.46
25692.00	-4.01	148.1	9129.	37.25	147.	.006	.09	136.3	7722.	31.26
25693.00	-3.64	146.1	8881.	36.28	0.	0.000	.09	134.4	7502.	30.40
25694.00	-4.25	143.6	8636.	35.03	737.	.031	.23	132.0	7283.	29.30
25695.00	-3.23	141.4	8396.	33.95	0.	0.000	.27	129.8	7068.	28.35
25696.00	-3.02	139.6	8159.	33.11	0.	0.000	.27	128.1	6860.	27.60
25697.00	-3.52	137.7	7925.	32.20	230.	.009	.29	126.2	6653.	26.81
25698.00	-3.43	135.4	7594.	31.17	259.	.011	.38	124.1	6448.	25.89
25699.00	-3.07	133.9	7467.	30.45	0.	0.000	.38	122.5	6250.	25.26
25700.00	-3.72	131.6	7243.	29.42	856.	.033	.54	120.3	6050.	24.36
25701.00	-2.71	129.8	7023.	28.64	0.	0.000	.57	118.6	5858.	23.67
25702.00	-3.21	127.9	6805.	27.80	444.	.017	.63	116.8	5666.	22.94
25703.00	-2.47	126.4	6591.	27.12	0.	0.000	.64	115.2	5480.	22.34
25704.00	-3.43	124.6	6378.	26.37	912.	.034	.74	113.5	5295.	21.68
25705.00	-3.19	122.6	6170.	25.52	735.	.028	.91	111.6	5112.	20.94
25706.00	-2.92	120.8	5965.	24.78	529.	.020	1.03	109.8	4932.	20.29
25707.00	-3.39	119.0	5762.	24.06	1216.	.045	1.21	108.1	4756.	19.67
25708.00	-2.25	117.3	5563.	23.38	0.	0.000	1.27	106.5	4584.	19.07
25709.00	-3.55	115.7	5365.	22.72	1613.	.059	1.45	104.9	4412.	18.50
25710.00	-2.92	114.1	5172.	22.13	949.	.035	1.63	103.4	4246.	17.99
25711.00	-2.80	112.0	4982.	21.32	942.	.033	1.85	101.3	4080.	17.27
25712.00	-2.95	110.5	4794.	20.76	1190.	.041	2.00	99.9	3919.	16.79
25713.00	-3.90	108.4	4608.	19.98	2462.	.085	2.38	97.9	3757.	16.11
25714.00	-2.97	106.4	4427.	19.24	1444.	.051	2.71	95.9	3600.	15.48
25715.00	-2.98	104.8	4249.	18.65	1577.	.053	2.96	94.3	3447.	14.96
25716.00	-2.46	103.1	4074.	18.05	1044.	.035	3.19	92.7	3297.	14.44
25717.00	-3.25	101.6	3901.	17.54	2037.	.069	3.44	91.2	3151.	14.00
25718.00	-3.11	99.5	3731.	16.82	1957.	.066	3.81	89.2	3004.	13.38
25719.00	-3.22	97.8	3564.	16.24	2156.	.074	4.13	87.5	2862.	12.89
25720.00	-2.99	95.9	3401.	15.61	1976.	.066	4.49	85.7	2723.	12.34
25721.00	-1.88	94.5	3241.	15.18	705.	.023	4.65	84.4	2589.	11.98
25721.50	-2.41	93.9	3161.	14.98	1375.	.045	4.70	83.8	2522.	11.80

TEST NO. 43C MARK III ANTISKID/STANDARD TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
34000.LBS	34700.LBS	27.515 IN HG	29.0 C	6.1 KTS	235.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBP	EBR	KTAS	DIST	KE
27630.54	-3.89	142.4	7519.	31.15	0.	0.000	0.00	130.8	6506.	25.75
27631.50	-3.66	139.9	7590.	30.08	0.	0.000	.01	128.4	6307.	24.83
27632.50	-3.61	138.0	7356.	29.27	0.	0.000	.01	126.6	6105.	24.13
27633.50	-3.95	135.8	7124.	28.32	311.	.015	.06	124.4	5905.	23.31
27634.50	-3.53	133.5	6898.	27.36	22.	.001	.11	122.2	5708.	22.49
27635.50	-3.04	131.6	6674.	26.59	0.	0.000	.11	120.4	5516.	21.83
27636.50	-3.61	129.6	6453.	25.81	341.	.015	.14	118.5	5327.	21.15
27637.50	-3.08	127.6	6237.	25.01	0.	0.000	.17	116.6	5141.	20.47
27638.50	-3.33	125.5	6023.	24.20	305.	.013	.22	114.6	4957.	19.77
27639.50	-3.36	123.8	5812.	23.54	404.	.018	.27	113.0	4778.	19.21
27640.50	-3.43	121.5	5605.	22.66	645.	.029	.43	110.7	4599.	18.45
27641.50	-3.29	119.7	5402.	22.02	571.	.026	.51	109.1	4426.	17.91
27642.50	-3.71	117.5	5201.	21.21	1166.	.050	.72	106.9	4254.	17.21
27643.50	-3.53	115.4	5005.	20.46	1127.	.048	.94	104.9	4086.	16.57
27644.50	-3.27	113.4	4812.	19.75	1020.	.041	1.14	103.0	3921.	15.96
27645.50	-3.33	111.4	4622.	19.07	1205.	.048	1.35	101.1	3760.	15.38
27646.50	-3.72	109.4	4435.	18.37	1730.	.071	1.63	99.1	3601.	14.79
27647.50	-3.18	107.3	4253.	17.69	1278.	.049	1.90	97.2	3446.	14.21
27648.50	-3.21	105.5	4073.	17.11	1409.	.052	2.12	95.5	3294.	13.71
27649.50	-3.40	103.5	3896.	16.45	1699.	.066	2.41	93.5	3144.	13.15
27650.50	-3.74	101.6	3724.	15.85	2145.	.083	2.73	91.7	2998.	12.65
27651.50	-3.04	99.2	3554.	15.12	1499.	.057	3.06	89.4	2854.	12.03
27652.50	-3.22	97.6	3388.	14.62	1759.	.067	3.31	87.8	2715.	11.61
27653.50	-2.70	95.8	3225.	14.09	1278.	.049	3.55	86.1	2579.	11.16
27654.50	-3.80	94.0	3064.	13.58	2537.	.097	3.86	84.4	2445.	10.72
27655.50	-4.07	91.5	2908.	12.85	2926.	.112	4.32	82.0	2312.	10.11
27656.50	-3.44	89.5	2755.	12.30	2323.	.091	4.68	80.1	2184.	9.65
27657.50	-3.31	87.2	2606.	11.67	2288.	.085	5.05	77.9	2059.	9.12
27658.50	-3.21	85.5	2461.	11.23	2233.	.084	5.35	76.3	1939.	8.75
27659.50	-3.59	83.3	2318.	10.66	2715.	.104	5.72	74.1	1820.	8.27
27660.50	-3.37	81.2	2179.	10.13	2556.	.098	6.09	72.1	1704.	7.83
27661.50	-2.92	79.6	2044.	9.74	2125.	.080	6.37	70.6	1594.	7.51
27662.50	-3.64	77.4	1911.	9.20	2971.	.115	6.75	68.5	1484.	7.06
27663.50	-2.95	75.6	1782.	8.79	2302.	.085	7.06	66.8	1378.	6.71
27664.50	-3.51	73.7	1656.	8.35	2962.	.111	7.40	65.0	1276.	6.35
27665.50	-3.23	71.6	1533.	7.88	2713.	.105	7.75	62.9	1176.	5.96
27666.50	-2.41	69.9	1414.	7.50	1891.	.071	7.97	61.3	1080.	5.65
27666.54	-2.35	69.8	1409.	7.49	1827.	.069	7.97	61.2	1076.	5.64

TEST NO. 44A MARK III ANTISKID/STANDARD TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	43200.LBS	27.460 IN HG	22.5 C	4.3 KTS	240.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBP	EBR	KTAS	DIST	KE
23456.88	-3.48	151.5	9114.	43.91	0.	0.000	0.00	143.9	8211.	39.40
23457.75	-4.13	149.5	8892.	42.72	426.	.017	.05	141.8	8005.	38.30
23458.75	-3.27	147.3	8642.	41.49	0.	0.000	.06	139.7	7775.	37.17
23459.75	-3.42	145.3	8395.	40.36	0.	0.000	.06	137.8	7547.	36.13
23460.75	-3.53	143.3	8152.	39.30	12.	.000	.06	135.9	7322.	35.14
23461.75	-3.44	141.1	7912.	38.07	75.	.003	.10	133.7	7101.	34.02
23462.75	-3.63	139.2	7675.	37.04	469.	.017	.14	131.8	6883.	33.06
23463.75	-3.93	136.8	7442.	35.77	1006.	.036	.36	129.5	6668.	31.90
23464.75	-3.27	134.5	7213.	34.61	283.	.010	.50	127.3	6456.	30.83
23465.75	-3.71	132.6	6987.	33.71	990.	.034	.61	125.5	6249.	30.00
23466.75	-3.04	130.5	6766.	32.56	253.	.008	.79	123.3	6045.	28.95
23467.75	-2.74	129.0	6547.	31.85	0.	0.000	.79	121.9	5845.	28.29
23468.75	-3.74	127.0	6330.	30.85	1382.	.047	1.01	119.9	5646.	27.38
23469.75	-2.88	125.0	6118.	29.88	388.	.013	1.18	118.0	5451.	26.49
23470.75	-3.27	123.2	5908.	29.03	1065.	.035	1.35	116.2	5250.	25.72
23471.75	-3.04	121.3	5702.	28.13	860.	.029	1.56	114.4	5071.	24.89
23472.75	-2.64	119.8	5499.	27.43	529.	.017	1.64	112.9	4887.	24.25
23473.75	-4.88	117.2	5296.	26.27	3720.	.114	2.20	110.4	4701.	23.19
23474.75	-2.25	115.4	5102.	25.46	287.	.009	2.47	108.6	4523.	22.44
23475.75	-4.09	113.6	4909.	24.67	2864.	.086	2.81	106.8	4346.	21.72
23476.75	-2.80	111.4	4720.	23.75	1246.	.038	3.17	104.7	4174.	20.88
23477.75	-3.37	109.5	4532.	22.91	2102.	.063	3.52	102.8	4003.	20.12
23478.75	-2.96	108.0	4349.	22.29	1632.	.049	3.81	101.3	3837.	19.55
23479.75	-2.86	106.1	4169.	21.52	1580.	.048	4.12	99.5	3673.	18.85
23480.75	-3.16	104.1	3991.	20.73	2090.	.062	4.47	97.6	3512.	18.13
23481.75	-2.96	102.5	3817.	20.09	1894.	.056	4.79	96.0	3354.	17.55
23482.75	-3.41	100.4	3645.	19.27	2598.	.077	5.23	93.9	3198.	16.80
23483.75	-2.93	98.8	3476.	18.66	2035.	.059	5.56	92.4	3047.	16.24
23484.75	-3.24	96.6	3312.	17.65	2534.	.076	6.00	90.3	2897.	15.51
23485.38	-2.02	95.7	3211.	17.50	941.	.028	6.10	89.3	2806.	15.19

TEST NO. 44B MARK III ANTISKID/STANDARD TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	38200.LBS	27.459 IN HG	25.0 C	4.2 KTS	225.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
25996.92	-3.65	148.2	8463.	37.16	0.	0.000	0.00	139.9	7534.	32.94
25997.75	-3.99	146.4	8256.	36.22	0.	0.000	0.00	138.1	7345.	32.08
25998.75	-3.85	144.1	8011.	35.09	0.	0.000	0.00	135.9	7120.	31.05
25999.75	-3.72	141.8	7770.	34.00	0.	0.000	0.00	133.7	6900.	30.05
26000.75	-3.54	139.7	7533.	33.01	0.	0.000	0.00	131.6	6683.	29.15
26001.75	-3.92	137.5	7299.	31.95	316.	.014	.04	129.4	6470.	28.19
26002.75	-3.53	135.3	7069.	30.97	0.	0.000	.05	127.4	6260.	27.30
26003.75	-3.65	133.1	6842.	29.96	288.	.013	.10	125.2	6053.	26.38
26004.75	-3.61	131.0	6619.	29.04	382.	.016	.16	123.2	5850.	25.54
26005.75	-3.37	129.0	6400.	28.16	247.	.010	.22	121.3	5651.	24.75
26006.75	-3.24	126.9	6184.	27.25	199.	.008	.28	119.2	5455.	23.92
26007.75	-3.50	125.1	5971.	26.45	615.	.025	.36	117.4	5262.	23.19
26008.75	-3.41	122.9	5762.	25.55	638.	.026	.51	115.3	5072.	22.37
26009.75	-3.21	121.0	5556.	24.75	523.	.021	.62	113.5	4886.	21.65
26010.75	-3.63	119.0	5353.	23.94	1149.	.047	.80	111.5	4703.	20.92
26011.75	-3.66	116.7	5154.	23.04	1348.	.052	1.07	109.3	4522.	20.10
26012.75	-3.60	114.6	4959.	22.21	1380.	.054	1.33	107.2	4345.	19.35
26013.75	-3.57	112.6	4767.	21.45	1445.	.057	1.58	105.3	4171.	18.66
26014.75	-3.46	110.6	4579.	20.67	1441.	.056	1.84	103.3	4002.	17.96
26015.75	-3.81	108.4	4394.	19.86	1956.	.078	2.16	101.2	3834.	17.23
26016.75	-2.91	106.3	4213.	19.09	1008.	.039	2.43	99.2	3671.	16.54
26017.75	-3.54	104.6	4035.	18.50	1842.	.071	2.66	97.5	3512.	16.00
26018.75	-3.39	102.4	3861.	17.73	1783.	.066	2.99	95.4	3354.	15.31
26019.75	-3.74	100.3	3689.	17.02	2292.	.086	3.34	93.4	3200.	14.67
26020.75	-3.13	98.4	3522.	16.39	1661.	.062	3.64	91.6	3050.	14.10
26021.75	-3.31	96.3	3357.	15.68	1975.	.074	3.97	89.5	2902.	13.46
26022.75	-2.92	94.7	3196.	15.15	1589.	.059	4.21	87.9	2759.	12.99
26023.75	-3.43	92.6	3038.	14.49	2300.	.084	4.56	85.8	2618.	12.39
26024.75	-3.25	90.8	2884.	13.93	2156.	.080	4.88	84.1	2480.	11.89
26025.75	-3.33	88.5	2732.	13.26	2335.	.088	5.26	81.9	2345.	11.29
26026.75	-3.24	86.8	2584.	12.74	2313.	.085	5.58	80.2	2214.	10.83
26027.75	-2.89	84.7	2439.	12.12	1986.	.073	5.94	78.2	2084.	10.28
26028.47	-1.63	83.9	2344.	11.91	539.	.019	5.99	77.5	2001.	10.09

TEST NO. 44C   MARK III ANTISKID/STANDARD TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
34000.LBS	34550.LBS	27.456 IN HG	27.6 C	5.2 KTS	195.0 DEG MAG

	-----	-----	-----	TEST DAY	-----	-----	-----	-----	STANDARD DAY	-----
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
28054.35	-3.80	139.2	7345.	29.62	0.	0.000	0.00	129.4	6285.	25.22
28055.25	-3.81	137.2	7135.	28.80	0.	0.000	0.00	127.6	6100.	24.50
28056.25	-3.45	134.9	6906.	27.82	0.	0.000	0.00	125.3	5898.	23.64
28057.25	-3.54	133.0	6679.	27.07	0.	0.000	0.00	123.6	5699.	22.98
28058.25	-3.71	130.9	6457.	26.19	0.	0.000	0.00	121.5	5503.	22.21
28059.25	-3.84	128.5	6238.	25.26	257.	.013	.05	119.2	5310.	21.38
28060.00	-3.59	126.9	6076.	24.64	101.	.005	.07	117.7	5168.	20.84
28061.00	-3.09	124.8	5864.	23.84	0.	0.000	.07	115.7	4982.	20.14
28062.00	-3.59	123.1	5654.	23.17	346.	.017	.09	114.0	4799.	19.55
28063.00	-3.46	120.7	5449.	22.29	379.	.018	.21	111.7	4618.	18.78
28064.00	-3.42	118.9	5246.	21.62	435.	.021	.25	110.0	4441.	18.20
28065.00	-3.55	116.7	5048.	20.82	706.	.033	.39	107.8	4267.	17.50
28066.00	-3.37	114.6	4852.	20.10	613.	.030	.52	105.9	4097.	16.87
28067.00	-3.43	112.7	4661.	19.41	799.	.039	.66	103.9	3929.	16.26
28068.00	-3.91	110.6	4472.	18.71	1438.	.068	.86	102.0	3765.	15.66
28069.00	-3.76	108.1	4288.	17.87	1414.	.066	1.17	99.5	3603.	14.92
28070.00	-3.29	106.2	4107.	17.26	1016.	.047	1.35	97.8	3446.	14.39
28071.00	-3.54	104.1	3929.	16.58	1394.	.063	1.58	95.7	3291.	13.79
28072.00	-3.72	101.8	3756.	15.86	1727.	.078	1.87	93.5	3140.	13.16
28073.00	-2.13	99.8	3585.	15.22	105.	.005	2.06	91.5	2992.	12.61
28074.00	-3.61	99.4	3419.	15.10	1725.	.077	2.14	91.2	2852.	12.51
28075.00	-5.46	94.4	3253.	13.62	3942.	.175	2.91	86.4	2701.	11.22
28076.00	-2.17	94.0	3095.	13.51	441.	.019	3.01	86.0	2568.	11.13
28077.00	-3.06	91.6	2938.	12.84	1504.	.064	3.26	83.7	2433.	10.55
28078.00	-3.92	89.9	2785.	12.36	2520.	.105	3.55	82.1	2301.	10.14
28079.00	-3.84	87.4	2635.	11.68	2531.	.105	3.95	79.6	2172.	9.54
28080.00	-3.15	85.3	2490.	11.12	1882.	.080	4.26	77.6	2046.	9.06
28081.00	-3.58	83.5	2347.	10.67	2409.	.102	4.55	75.9	1925.	8.68
28082.00	-3.17	81.4	2208.	10.13	2072.	.085	4.87	73.9	1806.	8.21
28083.00	-3.85	79.4	2072.	9.63	2877.	.120	5.21	71.9	1690.	7.79
28084.00	-3.47	77.0	1941.	9.06	2564.	.107	5.58	69.6	1577.	7.29
28085.00	-3.35	75.1	1812.	8.63	2499.	.102	5.89	67.8	1468.	6.92
28086.00	-3.43	73.1	1687.	8.16	2680.	.107	6.22	65.9	1362.	6.53
28087.00	-3.61	71.0	1566.	7.70	2945.	.117	6.57	63.9	1260.	6.14
28088.00	-3.91	68.7	1448.	7.21	3340.	.134	6.95	61.6	1160.	5.72
28089.00	-3.05	66.5	1334.	6.77	2499.	.098	7.28	59.6	1064.	5.34
28090.00	-3.46	64.7	1223.	6.41	3002.	.117	7.58	57.8	972.	5.03
28090.90	-2.08	63.0	1126.	6.08	1562.	.062	7.75	56.2	891.	4.76

TEST NO. 45A MARK III ANTISKID/STANDARD TIRES/WET RUNWAY/NO FLAPS

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	43200.LBS	27.502 IN HG	18.0 C	.6 KTS	312.0 DEG MAG

	----TEST DAY----							----STANDARD DAY----		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
23040.82	-3.67	170.0	15065.	55.30	2312.	.078	.12	167.3	14522.	53.30
23041.75	-1.86	169.5	14799.	54.97	0.	0.000	.20	166.8	14265.	52.99
23042.75	-3.09	167.4	14515.	53.57	1617.	.054	.65	164.7	13991.	51.64
23043.75	-1.32	166.1	14233.	52.75	0.	0.000	.76	163.4	13720.	50.85
23044.75	-2.42	165.3	13953.	52.24	798.	.026	.82	162.6	13450.	50.35
23045.75	-2.77	163.4	13676.	51.04	1336.	.043	1.25	160.8	13182.	49.20
23046.75	-1.36	162.6	13402.	50.57	0.	0.000	1.27	160.0	12919.	48.75
23047.75	-2.46	161.0	13128.	49.57	974.	.032	1.48	158.4	12655.	47.78
23048.75	-2.26	160.0	12857.	48.94	738.	.024	1.64	157.4	12394.	47.17
23049.75	-2.22	158.4	12589.	47.99	739.	.024	1.90	155.9	12135.	46.26
23050.75	-2.29	157.0	12322.	47.16	878.	.028	2.12	154.5	11878.	45.46
23051.75	-1.60	155.9	12058.	46.46	0.	0.000	2.21	153.4	11623.	44.78
23052.75	-2.49	154.8	11796.	45.80	1224.	.038	2.39	152.3	11370.	44.15
23053.75	-2.17	153.4	11536.	45.01	817.	.026	2.63	151.0	11120.	43.38
23054.75	-2.12	151.9	11278.	44.10	807.	.025	2.92	149.4	10871.	42.51
23055.75	-2.21	151.0	11023.	43.61	956.	.029	3.05	148.6	10626.	42.04
23056.75	-2.42	148.9	10770.	42.42	1304.	.040	3.50	146.6	10381.	40.89
23057.75	-1.90	147.9	10518.	41.81	637.	.019	3.68	145.5	10139.	40.30
23058.75	-2.17	147.1	10270.	41.37	1021.	.030	3.83	144.7	9899.	39.87
23059.75	-2.60	145.5	10023.	40.47	1620.	.046	4.21	143.2	9661.	39.01
23060.75	-2.24	144.1	9779.	39.69	1177.	.032	4.54	141.8	9426.	38.26
23061.75	-1.96	142.8	9537.	38.99	828.	.022	4.77	140.5	9193.	37.58
23062.22	-1.91	142.2	9424.	38.65	778.	.021	4.81	139.9	9084.	37.25

TEST NO. 45B MARK III ANTISKID/STANDARD TIRES/WET RUNWAY/NO FLAPS

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	38550.LBS	27.505 IN HG	20.5 C	.5 KTS	180.0 DEG MAG

	----TEST DAY----							----STANDARD DAY----		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
25280.80	-2.91	161.1	13097.	44.30	1099.	.048	.06	156.8	12227.	41.35
25281.75	-2.36	159.4	12840.	43.36	501.	.021	.30	155.1	11986.	40.46
25282.75	-2.72	158.2	12572.	42.70	829.	.039	.44	153.9	11735.	39.84
25283.75	-3.18	156.3	12306.	41.71	991.	.061	.70	152.1	11487.	38.92
25284.75	-2.29	154.7	12044.	40.82	207.	.011	.83	150.5	11242.	38.09
25285.75	-2.66	153.3	11784.	40.11	956.	.043	.97	149.2	10998.	37.42
25286.75	-2.64	151.7	11527.	39.25	1104.	.043	1.26	147.5	10758.	36.62
25287.75	-2.49	150.1	11272.	38.44	962.	.038	1.54	146.0	10520.	35.86
25288.75	-1.70	148.7	11020.	37.74	77.	.003	1.67	144.7	10284.	35.20
25289.75	-2.45	147.8	10769.	37.27	1012.	.037	1.77	143.8	10050.	34.77
25290.75	-2.61	146.0	10521.	36.40	1242.	.047	2.11	142.1	9818.	33.95
25291.75	-2.13	144.7	10276.	35.74	700.	.027	2.31	140.8	9588.	33.34
25292.75	-2.61	143.2	10033.	35.01	1321.	.050	2.60	139.3	9361.	32.65
25293.75	-1.82	142.1	9793.	34.44	405.	.015	2.75	138.2	9137.	32.12
25294.75	-2.40	140.7	9553.	33.77	1147.	.042	2.98	136.8	8913.	31.49
25295.75	-1.86	139.6	9317.	33.25	538.	.019	3.15	135.8	8692.	31.00
25296.75	-2.37	138.3	9083.	32.63	1166.	.043	3.36	134.5	8473.	30.43
25297.75	-2.09	136.9	8850.	31.98	868.	.032	3.61	133.1	8256.	29.82
25298.75	-2.35	135.6	8620.	31.37	1234.	.044	3.86	131.9	8041.	29.25
25299.75	-1.82	134.3	8393.	30.79	634.	.023	4.06	130.6	7828.	28.71
25300.75	-2.11	133.2	8167.	30.27	1016.	.036	4.25	129.5	7617.	28.22
25301.75	-2.07	132.0	7943.	29.72	989.	.035	4.47	128.3	7408.	27.71
25302.75	-1.99	130.9	7721.	29.22	925.	.033	4.66	127.3	7201.	27.24
25303.75	-2.23	129.5	7501.	28.60	1254.	.043	4.93	125.9	6996.	26.66
25304.50	-1.47	128.7	7338.	28.25	362.	.013	5.02	125.1	6843.	26.33

TEST NO. 45C   MARK III ANTISKID/STANDARD TIRES/WET RUNWAY/NO FLAPS

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
34000.LBS	34700.LBS	27.512 IN HG	22.0 C	4.0 KTS	210.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FAR	DBR	FBR	KTAS	DIST	KE
27312.55	-2.54	155.9	11426.	37.34	603.	.031	.04	147.4	10050.	32.72
27313.50	-3.32	154.1	11176.	36.48	1585.	.071	.36	145.7	9825.	31.94
27314.50	-2.47	152.7	10918.	35.83	695.	.032	.59	144.3	9594.	31.36
27315.50	-2.72	150.9	10662.	35.00	923.	.046	.84	142.6	9364.	30.62
27316.50	-2.44	149.6	10408.	34.39	533.	.029	.97	141.3	9137.	30.07
27317.50	-3.56	147.8	10157.	33.54	1115.	.079	1.19	139.5	8911.	29.31
27318.50	-2.69	145.8	9909.	32.67	379.	.025	1.36	137.7	8688.	28.53
27319.50	-2.22	144.3	9665.	32.00	485.	.024	1.43	136.2	8469.	27.93
27320.50	-2.72	143.1	9422.	31.45	1248.	.053	1.64	135.0	8252.	27.44
27321.50	-2.15	141.5	9182.	30.75	682.	.028	1.86	133.5	8037.	26.81
27322.50	-3.18	140.0	8943.	30.10	1816.	.077	2.16	132.0	7824.	26.23
27323.50	-2.87	138.4	8709.	29.41	1525.	.065	2.52	130.4	7614.	25.61
27324.50	-2.68	136.7	8477.	28.68	1388.	.056	2.85	128.8	7406.	24.95
27325.50	-2.20	135.4	8247.	28.14	890.	.037	3.07	127.5	7202.	24.47
27326.50	-2.90	133.8	8020.	27.51	1682.	.070	3.38	126.0	6999.	23.90
27327.50	-2.12	132.1	7796.	26.82	898.	.035	3.69	124.4	6799.	23.29
27328.50	-2.64	131.1	7574.	26.38	1477.	.060	3.91	123.3	6602.	22.90
27329.50	-3.17	129.0	7354.	25.57	2109.	.083	4.37	121.4	6405.	22.17
27330.50	-2.34	127.5	7137.	24.97	1231.	.051	4.69	119.9	6212.	21.64
27331.50	-2.68	126.0	6923.	24.38	1644.	.066	5.02	118.4	6021.	21.11
27332.50	-1.96	124.7	6712.	23.90	899.	.036	5.25	117.2	5834.	20.68
27333.50	-2.84	123.2	6502.	23.31	1890.	.073	5.57	115.7	5648.	20.15
27334.50	-2.37	121.6	6296.	22.73	1432.	.054	5.91	114.2	5464.	19.63
27335.50	-2.62	120.3	6091.	22.23	1730.	.065	6.22	112.9	5283.	19.18
27336.50	-2.33	118.7	5896.	21.63	1445.	.056	6.56	111.3	5104.	18.65
27337.45	-1.66	117.6	5701.	21.26	754.	.028	6.69	110.3	4937.	18.32

TEST NO. 46A MARK III ANTISKID/STANDARD TIRES/WET RUNWAY/HALF FLAPS

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	43200.LBS	27.578 IN HG	17.8 C	3.0 KTS	220.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	URR	EBR	KTAS	DIST	KE
23226.05	-2.85	158.6	11221.	48.08	1567.	.054	.08	153.4	10478.	44.77
23227.00	-3.62	156.4	10968.	46.80	2704.	.088	.76	151.3	10237.	43.55
23228.00	-2.59	154.8	10706.	45.80	1372.	.045	1.22	149.6	9988.	42.61
23229.00	-3.01	153.1	10446.	44.80	1990.	.064	1.68	147.9	9742.	41.65
23230.00	-2.75	151.3	10189.	43.78	1569.	.055	2.15	146.2	9498.	40.69
23231.00	-2.88	149.8	9935.	42.89	1546.	.060	2.52	144.7	9258.	39.85
23232.00	-3.09	147.8	9684.	41.75	1859.	.073	3.00	142.7	9019.	38.77
23233.00	-2.87	146.2	9436.	40.86	2011.	.062	3.47	141.2	8785.	37.93
23234.00	-3.00	144.4	9191.	39.85	2240.	.069	4.01	139.4	8552.	36.97
23235.00	-2.82	142.7	8949.	38.92	2064.	.061	4.50	137.7	8323.	36.09
23236.00	-2.84	140.8	8709.	37.93	2123.	.064	5.03	135.9	8096.	35.15
23237.00	-2.74	139.5	8473.	37.20	2030.	.061	5.46	134.5	7873.	34.46
23238.00	-3.05	137.6	8239.	36.22	2493.	.075	6.02	132.7	7652.	33.53
23239.00	-2.76	135.9	8008.	35.33	2149.	.064	6.54	131.0	7433.	32.69
23240.00	-3.12	134.3	7780.	34.48	2679.	.079	7.09	129.4	7219.	31.88
23241.00	-3.32	132.4	7555.	33.55	2997.	.088	7.72	127.6	7005.	31.00
23242.00	-2.31	130.4	7334.	32.54	1684.	.050	8.25	125.6	6796.	30.05
23243.00	-2.92	129.3	7114.	31.96	2544.	.074	8.66	124.5	6589.	29.50
23244.00	-2.65	127.5	6898.	31.08	2223.	.064	9.20	122.7	6385.	28.67
23245.00	-3.02	125.8	6684.	30.27	2760.	.080	9.73	121.1	6183.	27.90
23246.00	-2.79	124.1	6473.	29.44	2505.	.071	10.29	119.4	5985.	27.12
23247.00	-3.00	122.4	6265.	28.64	2821.	.080	10.84	117.7	5789.	26.37
23248.00	-2.69	120.6	6060.	27.79	2454.	.069	11.40	115.9	5596.	25.57
23249.00	-2.62	118.9	5858.	27.05	2392.	.068	11.89	114.3	5405.	24.87
23250.00	-2.86	117.4	5658.	26.36	2746.	.078	12.40	112.8	5218.	24.22
23251.00	-2.42	115.7	5461.	25.62	2204.	.061	12.89	111.1	5033.	23.52
23251.70	-1.21	114.9	5325.	25.23	598.	.017	13.04	110.3	4905.	23.15

TEST NO. 46B   MARK III ANTISKID/STANDARD TIRES/WET RUNWAY/HALF FLAPS

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	38375.LBS	27.580 IN HG	19.4 C	.4 KTS	225.0 DEG MAG

	-----------------	---TEST	DAY---	-----------	----------	----	----STANDARD	DAY----	
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
25699.10	-3.20	155.6	11221.	41.11	1652.	.061	.07	152.2	10634.	38.95
25700.00	-3.12	153.9	10986.	40.22	1599.	.060	.48	150.5	10411.	38.10
25701.00	-3.52	151.8	10728.	39.16	2146.	.078	1.00	148.5	10165.	37.10
25702.00	-2.43	150.1	10473.	38.29	889.	.033	1.33	146.8	9923.	36.27
25703.00	-3.03	148.6	10221.	37.51	1640.	.061	1.65	145.3	9684.	35.53
25704.00	-3.02	146.9	9972.	36.66	1688.	.061	2.05	143.7	9447.	34.72
25705.00	-3.04	144.9	9725.	35.68	1772.	.063	2.51	141.7	9213.	33.79
25706.00	-2.69	143.4	9482.	34.95	1388.	.050	2.84	140.3	8983.	33.10
25707.00	-2.69	141.6	9242.	34.08	1452.	.050	3.22	138.5	8754.	32.27
25708.00	-3.11	140.0	9004.	33.30	1981.	.071	3.64	136.9	8528.	31.52
25709.00	-2.62	138.3	8769.	32.48	1450.	.051	4.04	135.2	8306.	30.75
25710.00	-2.82	136.5	8537.	31.67	1728.	.061	4.44	133.5	8085.	29.98
25711.00	-2.83	134.9	8308.	30.93	1794.	.062	4.84	131.9	7868.	29.28
25712.00	-2.46	133.3	8082.	30.17	1411.	.047	5.21	130.3	7653.	28.56
25713.00	-2.68	131.8	7858.	29.53	1706.	.057	5.54	128.9	7440.	27.95
25714.00	-3.11	130.2	7637.	28.81	2249.	.077	6.00	127.3	7231.	27.27
25715.00	-1.72	128.6	7420.	28.10	635.	.021	6.28	125.7	7024.	26.59
25716.00	-3.36	127.1	7202.	27.44	2638.	.087	6.68	124.2	6818.	25.96
25717.00	-2.59	125.3	6990.	26.68	1756.	.059	7.14	122.5	6616.	25.25
25718.00	-2.30	124.0	6779.	26.10	1447.	.048	7.45	121.2	6417.	24.70
25719.00	-2.52	122.6	6571.	25.54	1743.	.057	7.78	119.9	6220.	24.16
25720.00	-2.41	121.0	6366.	24.88	1639.	.055	8.14	118.3	6025.	23.54
25721.00	-2.30	119.6	6163.	24.31	1557.	.050	8.46	116.9	5832.	22.99
25722.00	-2.55	118.2	5962.	23.72	1892.	.061	8.82	115.5	5641.	22.43
25723.00	-2.23	116.8	5764.	23.16	1536.	.050	9.15	114.1	5454.	21.90
25724.00	-2.60	115.3	5568.	22.59	2006.	.066	9.51	112.7	5268.	21.36
25724.90	-2.35	113.9	5394.	22.03	1735.	.057	9.77	111.3	5103.	20.83

TEST NO. 46C   MARK III ANTISKID/STANDARD TIRES/WET RUNWAY/HALF FLAPS

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
34000.LBS	34700.LBS	27.580 IN HG	22.5 C	.4 KTS	250.0 DEG MAG

	---------------------	TEST DAY	---------------------					----	STANDARD DAY	----
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
27551.35	-3.43	145.0	8953.	32.30	1849.	.077	.07	140.4	8222.	29.65
27552.25	-3.21	143.2	8734.	31.49	1679.	.067	.51	138.6	8021.	28.91
27553.25	-3.32	141.3	8494.	30.68	1842.	.074	.91	136.8	7800.	28.16
27554.25	-2.94	139.1	8257.	29.74	1495.	.059	1.35	134.7	7582.	27.29
27555.25	-3.63	137.8	8023.	29.15	2261.	.093	1.72	133.3	7367.	26.75
27556.25	-3.48	135.0	7794.	28.00	2184.	.086	2.34	130.7	7155.	25.69
27557.25	-2.65	133.6	7566.	27.43	1323.	.052	2.64	129.3	6946.	25.17
27558.25	-3.09	131.9	7343.	26.73	1841.	.072	3.01	127.6	6740.	24.52
27559.25	-2.89	130.0	7122.	25.95	1673.	.065	3.41	125.8	6537.	23.81
27560.25	-3.13	128.3	6904.	25.28	1986.	.075	3.80	124.1	6336.	23.19
27561.25	-2.78	126.4	6689.	24.55	1652.	.062	4.20	122.3	6139.	22.52
27562.25	-3.15	124.8	6476.	23.91	2096.	.078	4.59	120.7	5943.	21.94
27563.25	-2.82	123.1	6268.	23.26	1778.	.066	4.97	119.1	5751.	21.33
27564.25	-3.46	121.1	6061.	22.54	2507.	.095	5.43	117.2	5561.	20.67
27565.25	-2.95	119.2	5858.	21.83	2007.	.075	5.89	115.3	5375.	20.02
27566.25	-3.37	117.4	5659.	21.19	2491.	.095	6.33	113.6	5191.	19.43
27567.25	-2.77	115.4	5462.	20.46	1908.	.070	6.77	111.6	5011.	18.76
27568.25	-3.54	113.7	5268.	19.85	2759.	.105	7.21	110.0	4832.	18.20
27569.25	-3.01	111.9	5078.	19.23	2246.	.082	7.66	108.2	4657.	17.62
27570.25	-3.29	110.0	4891.	18.60	2582.	.095	8.10	106.4	4485.	17.05
27571.25	-3.23	108.1	4707.	17.95	2555.	.094	8.56	104.5	4316.	16.45
27572.25	-3.71	106.0	4526.	17.26	3114.	.112	9.09	102.5	4150.	15.82
27573.25	-2.32	104.3	4349.	16.70	1667.	.058	9.48	100.8	3987.	15.30
27574.25	-3.24	102.8	4174.	16.25	2675.	.096	9.84	99.4	3826.	14.89
27575.25	-3.96	100.6	4002.	15.53	3497.	.124	10.40	97.2	3668.	14.23
27576.25	-3.10	98.4	3834.	14.88	2609.	.093	10.89	95.2	3514.	13.63
27577.25	-3.34	96.8	3669.	14.38	2901.	.103	11.32	93.6	3362.	13.17
27578.25	-2.82	94.8	3509.	13.81	2374.	.084	11.74	91.7	3214.	12.65
27579.25	-3.27	92.9	3350.	13.27	2894.	.104	12.16	89.8	3068.	12.15
27580.25	-2.94	91.1	3195.	12.76	2582.	.090	12.58	88.1	2926.	11.68
27581.25	-2.77	89.4	3042.	12.29	2416.	.087	12.95	86.4	2786.	11.25
27582.25	-2.23	87.9	2892.	11.87	1866.	.067	13.26	84.9	2648.	10.86
27582.45	-1.87	87.6	2863.	11.80	1477.	.053	13.26	84.7	2622.	10.80

TEST NO. 47A MARK III ANTISKID/BFG TIRES/DRY RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	42400.LBS	27.567 IN HG	20.0 C	3.7 KTS	253.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
23091.29	-4.76	160.1	3388.	48.12	288.	.012	.02	155.5	3731.	46.05
23092.25	-8.84	156.4	3630.	45.94	6051.	.246	.95	151.9	3481.	43.92
23093.25	-10.32	150.4	3371.	42.46	8689.	.308	3.03	145.9	3228.	40.52
23094.25	-10.52	144.3	3123.	39.07	9427.	.324	5.27	139.8	2985.	37.22
23095.25	-10.62	138.0	2885.	35.73	9952.	.340	7.58	133.6	2752.	33.97
23096.25	-10.20	131.7	2657.	32.56	9754.	.335	9.80	127.4	2530.	30.88
23097.25	-10.19	125.7	2440.	29.68	10111.	.334	11.94	121.5	2317.	28.08
23098.25	-9.60	119.8	2233.	26.95	9657.	.317	13.96	115.6	2116.	25.43
23099.25	-9.63	114.2	2035.	24.49	9989.	.326	15.87	110.0	1923.	23.05
23100.25	-9.58	108.4	1847.	22.07	10213.	.333	17.77	104.3	1741.	20.71
23101.25	-9.55	102.8	1669.	19.85	10394.	.347	19.58	98.8	1568.	18.56
23102.25	-9.72	97.0	1500.	17.65	10923.	.353	21.38	92.9	1405.	16.45
23103.25	-9.17	91.3	1341.	15.65	10436.	.340	23.04	87.3	1251.	14.52
23104.25	-9.19	86.2	1191.	13.95	10674.	.341	24.57	82.3	1106.	12.89
23105.25	-9.69	80.5	1050.	12.16	11547.	.366	26.14	76.6	971.	11.17
23106.25	-8.92	74.9	920.	10.52	10729.	.341	27.58	71.0	845.	9.60
23107.25	-8.77	69.7	797.	9.11	10703.	.343	28.85	65.9	728.	8.26
23108.25	-8.15	64.7	684.	7.85	10048.	.315	30.00	60.9	621.	7.06
23109.25	-8.68	59.7	579.	6.69	10885.	.342	31.09	56.0	521.	5.97
23110.25	-8.79	54.6	483.	5.59	11167.	.352	32.13	50.9	430.	4.93
23111.25	-8.57	49.2	395.	4.53	11010.	.346	33.09	45.5	348.	3.95
23112.25	-8.39	44.3	316.	3.69	10885.	.337	33.92	40.8	274.	3.16
23113.25	-7.76	39.3	245.	2.90	10150.	.318	34.66	35.8	209.	2.44
23113.94	-5.09	36.5	202.	2.50	6688.	.208	34.89	33.0	170.	2.07

TEST NO. 48A MARK II ANTISKID/STANDARD TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	43075.LBS	27.446 IN HG	21.5 C	4.2 KTS	238.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FHR	DHP	EBR	KTAS	DIST	KE
23202.44	-4.08	161.8	11522.	49.84	0.	0.000	0.00	154.4	10627.	45.41
23203.25	-3.84	159.9	11402.	48.68	0.	0.000	0.00	152.6	10421.	44.32
23204.25	-3.75	157.6	11134.	47.31	0.	0.000	0.00	150.4	10168.	43.04
23205.25	-3.39	155.5	10870.	46.08	0.	0.000	0.00	148.3	9921.	41.89
23206.25	-4.24	153.3	10604.	44.75	295.	.012	.02	146.1	9675.	40.65
23207.25	-3.85	150.9	10353.	43.34	0.	0.000	.06	143.8	9434.	39.34
23208.25	-3.29	148.6	10100.	42.05	0.	0.000	.06	141.5	9197.	38.13
23209.25	-3.48	146.8	9850.	41.06	0.	0.000	.06	139.8	8964.	37.21
23210.25	-3.76	144.6	9604.	39.65	277.	.010	.10	137.7	8733.	36.08
23211.25	-3.80	142.4	9362.	38.60	480.	.018	.21	135.4	8506.	34.91
23212.25	-3.00	140.2	9124.	37.44	0.	0.000	.24	133.3	8282.	33.84
23213.25	-3.12	138.7	8885.	36.63	0.	0.000	.24	131.8	8063.	33.08
23214.25	-3.22	136.5	8655.	35.51	73.	.003	.28	129.7	7846.	32.04
23215.25	-3.48	134.7	8427.	34.58	542.	.019	.32	128.0	7633.	31.17
23216.25	-3.23	132.6	8202.	33.49	318.	.011	.45	125.9	7422.	30.17
23217.25	-2.64	130.8	7974.	32.61	0.	0.000	.46	124.2	7215.	29.34
23218.25	-2.97	129.1	7760.	31.74	216.	.007	.49	122.4	7010.	28.54
23219.25	-2.52	127.6	7543.	30.99	0.	0.000	.50	120.9	6810.	27.84
23220.25	-2.63	126.0	7329.	30.26	84.	.003	.50	119.5	6612.	27.16
23221.25	-3.07	124.3	7116.	29.45	847.	.026	.61	117.8	6416.	26.41
23222.25	-3.11	122.5	6909.	28.59	1029.	.032	.81	116.0	6222.	25.62
23223.25	-2.50	120.7	6704.	27.75	311.	.010	.95	114.2	6032.	24.84
23223.54	-2.20	120.4	6545.	27.61	0.	0.000	.95	113.9	5978.	24.71

TEST NO. 488 MARK II ANTISKID/STANDARD TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	38300.LBS	27.453 IN HG	23.0 C	6.5 KTS	225.0 DEG MAG

	TEST DAY							STANDARD DAY		
TCO	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
25699.00	-3.97	155.6	10466.	41.05	0.	0.000	0.00	145.1	9091.	35.43
25700.00	-4.11	153.2	10205.	39.78	0.	0.000	0.00	142.8	8854.	34.29
25701.00	-4.30	150.9	9949.	38.58	150.	.007	.01	140.5	8620.	33.21
25702.00	-4.25	148.1	9696.	37.19	312.	.014	.12	137.8	8389.	31.96
25703.00	-3.61	145.8	9448.	36.06	0.	0.000	.13	135.6	8163.	30.95
25704.00	-3.88	143.7	9204.	35.01	203.	.008	.14	133.5	7942.	30.00
25705.00	-3.99	141.3	8963.	33.85	473.	.020	.25	131.2	7723.	28.96
25706.00	-3.46	139.0	8727.	32.77	0.	0.000	.30	129.0	7508.	27.99
25707.00	-3.61	137.1	8494.	31.86	290.	.012	.33	127.1	7298.	27.18
25708.00	-3.51	134.8	8265.	30.82	290.	.012	.42	124.9	7090.	26.24
25709.00	-3.70	132.7	8039.	29.85	664.	.027	.53	122.8	6886.	25.38
25710.00	-3.33	130.6	7816.	28.90	368.	.014	.65	120.8	6685.	24.53
25711.00	-2.70	128.9	7598.	28.16	0.	0.000	.66	119.1	6490.	23.87
25712.00	-3.72	127.1	7381.	27.39	1028.	.040	.77	117.4	6297.	23.18
25713.00	-2.90	124.9	7169.	26.44	182.	.007	.92	115.2	6105.	22.33
25714.00	-2.95	123.3	6959.	25.78	336.	.013	.94	113.7	5918.	21.75
25715.00	-3.29	121.4	6753.	25.00	876.	.033	1.09	111.9	5734.	21.05
25716.00	-2.96	119.5	6550.	24.21	586.	.022	1.25	110.0	5552.	20.35
25717.00	-2.56	118.0	6350.	23.59	166.	.007	1.29	108.5	5375.	19.80
25718.00	-2.95	116.3	6152.	22.92	763.	.028	1.41	106.8	5199.	19.20
25719.00	-2.79	114.6	5957.	22.28	655.	.024	1.53	105.3	5027.	18.64
25720.00	-2.89	112.9	5765.	21.60	870.	.032	1.70	103.5	4856.	18.03
25720.75	-2.36	111.7	5623.	21.15	310.	.011	1.77	102.4	4731.	17.63

TEST NO. 48C   MARK II ANTISKID/STANDARD TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
34000.LBS	34550.LBS	27.456 IN HG	25.5 C	8.5 KTS	225.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
27733.29	-4.30	147.3	9325.	33.18	89.	.004	.00	134.0	7662.	27.02
27734.25	-4.10	144.7	9088.	32.03	21.	.001	.06	131.5	7452.	26.02
27735.25	-3.75	142.6	8846.	31.10	0.	0.000	.06	129.4	7241.	25.22
27736.25	-3.94	140.1	8608.	30.04	180.	.009	.09	127.1	7032.	24.31
27737.25	-4.18	137.8	8373.	29.06	565.	.027	.17	124.9	6826.	23.47
27738.25	-3.66	135.4	8142.	28.04	188.	.009	.27	122.5	6624.	22.59
27739.25	-3.29	133.5	7915.	27.24	0.	0.000	.27	120.6	6428.	21.90
27740.25	-3.62	131.4	7692.	26.41	384.	.017	.32	118.6	6234.	21.19
27741.25	-3.54	129.3	7472.	25.56	408.	.019	.41	116.6	6043.	20.46
27742.25	-3.10	127.3	7256.	24.77	72.	.003	.46	114.6	5856.	19.78
27743.25	-3.62	125.4	7042.	24.03	742.	.033	.54	112.8	5672.	19.15
27744.25	-3.26	123.1	6833.	23.19	495.	.021	.70	110.7	5490.	18.43
27745.25	-3.08	121.4	6626.	22.55	406.	.018	.77	109.0	5314.	17.89
27746.25	-3.12	119.4	6423.	21.81	577.	.024	.91	107.1	5139.	17.26
27747.25	-3.09	117.6	6223.	21.16	656.	.027	1.02	105.4	4968.	16.71
27748.25	-2.94	115.8	6026.	20.50	578.	.024	1.16	103.6	4800.	16.14
27749.25	-3.04	114.1	5832.	19.90	794.	.033	1.29	101.9	4635.	15.64
27750.25	-2.65	112.4	5641.	19.31	465.	.019	1.41	100.3	4473.	15.13
27751.25	-3.00	110.7	5453.	18.75	905.	.038	1.54	98.7	4314.	14.66
27752.25	-3.24	108.6	5267.	18.04	1325.	.050	1.79	96.6	4155.	14.05
27753.25	-2.77	107.0	5085.	17.52	880.	.035	1.95	95.1	4002.	13.62
27754.25	-2.99	105.3	4906.	16.96	+182.	.048	2.15	93.4	3851.	13.14
27755.25	-2.31	103.7	4730.	16.45	538.	.021	2.28	91.9	3703.	12.72
27756.25	-2.69	102.5	4555.	16.06	1010.	.039	2.39	90.7	3560.	12.39
27757.25	-2.88	100.6	4384.	15.46	1296.	.050	2.63	88.9	3415.	11.90
27758.25	-2.31	99.3	4216.	15.09	746.	.029	2.76	87.7	3277.	11.57
27759.25	-2.06	97.8	4050.	14.62	536.	.021	2.88	86.2	3139.	11.18
27759.44	-1.97	97.6	4018.	14.56	457.	.017	2.88	86.0	3114.	11.13

TEST NO. 49A   MARK II ANTISKID/STANDARD TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	43200.LBS	27.616 IN HG	15.0 C	0.0 KTS	270.0 DEG MAG

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TOD	ACCEL	GND-SPD	DIST	KE	FBR	DBR	EBR	KTAS	DIST	KE
23313.12	-5.14	142.8	8973.	39.32	0.	0.000	0.00	141.6	8777.	38.16
23314.00	-4.97	140.3	8763.	37.54	0.	0.000	0.00	139.1	8571.	36.81
23315.00	-3.85	137.5	8529.	36.14	0.	0.000	0.00	136.3	8342.	35.35
23316.00	-3.15	135.7	8298.	35.22	0.	0.000	0.00	134.5	8117.	34.45
23317.00	-3.67	133.5	8071.	34.09	584.	.020	.14	132.3	7894.	33.34
23318.00	-3.44	131.5	7843.	33.07	410.	.014	.21	130.4	7676.	32.35
23319.00	-3.50	129.3	7627.	31.96	649.	.022	.36	128.1	7460.	31.26
23320.00	-3.47	127.3	7411.	30.99	714.	.024	.52	126.2	7248.	30.32
23321.00	-2.69	125.5	7194.	30.11	0.	0.000	.55	124.4	7041.	29.45
23322.00	-3.41	123.5	6987.	29.16	857.	.029	.68	122.4	6834.	28.52
23323.00	-3.08	121.5	6781.	28.22	559.	.018	.85	120.4	6632.	27.60
23324.00	-2.94	119.9	6577.	27.50	475.	.015	.93	118.9	6433.	26.89
23325.00	-3.05	118.0	6376.	26.63	729.	.023	1.08	117.0	6237.	26.05
23326.00	-3.36	116.1	6178.	25.77	1263.	.041	1.24	115.1	6043.	25.20
23327.00	-2.87	114.3	5984.	24.98	795.	.025	1.48	113.3	5853.	24.43
23328.00	-2.68	112.5	5793.	24.20	647.	.020	1.63	111.5	5666.	23.67
23329.00	-2.71	111.1	5604.	23.60	918.	.025	1.75	110.1	5481.	23.09
23330.00	-2.73	109.4	5418.	22.87	933.	.028	1.94	108.4	5299.	22.37
23331.00	-3.20	107.7	5235.	22.19	1674.	.051	2.17	106.8	5120.	21.70
23332.00	-2.83	105.7	5055.	21.37	1297.	.038	2.47	104.8	4944.	20.90
23333.00	-2.88	104.3	4877.	20.79	1441.	.043	2.67	103.4	4771.	20.33
23334.00	-1.90	102.7	4703.	20.17	211.	.006	2.81	101.8	4600.	19.73
23335.00	-3.02	101.7	4530.	19.78	1786.	.052	2.94	100.8	4431.	19.35
23336.00	-3.07	99.5	4361.	18.95	1959.	.056	3.32	98.7	4265.	18.54
23337.00	-2.25	98.1	4194.	18.41	420.	.027	3.50	97.2	4102.	18.00
23338.00	-3.01	96.4	4030.	17.77	2025.	.059	3.79	95.6	3941.	17.38
23339.00	-2.34	95.1	3869.	17.28	1184.	.035	4.00	94.2	3784.	16.90
23340.00	-2.34	93.4	3710.	16.68	1265.	.037	4.23	92.6	3628.	16.31
23340.27	-1.98	93.0	3567.	16.56	804.	.023	4.23	92.2	3587.	16.20

TEST NO. 49B MARK II ANTISKID/STANDARD TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	38700.LBS	27.621 IN HG	19.5 C	0.0 KTS	330.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	DBR	EBR	KTAS	DIST	KE
25451.57	-3.61	135.4	7745.	31.40	0.	0.000	0.00	132.3	7260.	29.44
25452.50	-4.13	133.2	7534.	30.40	620.	.026	.08	130.2	7062.	28.50
25453.50	-3.49	130.9	7311.	29.34	0.	0.000	.15	127.9	6853.	27.50
25454.50	-3.61	128.9	7092.	28.46	242.	.010	.18	125.9	6648.	26.67
25455.50	-3.67	126.7	6876.	27.51	487.	.020	.26	123.8	6446.	25.78
25456.50	-3.46	124.4	6664.	26.52	378.	.015	.36	121.6	6247.	24.86
25457.50	-3.80	122.6	6455.	25.74	892.	.036	.47	119.8	6051.	24.13
25458.50	-3.20	120.4	6251.	24.85	329.	.013	.59	117.7	5860.	23.30
25459.50	-3.57	118.2	6049.	23.92	904.	.035	.75	115.4	5670.	22.42
25460.50	-3.13	116.4	5851.	23.23	466.	.018	.84	113.8	5485.	21.77
25461.50	-3.47	114.4	5657.	22.41	1007.	.039	1.01	111.7	5302.	21.00
25462.50	-3.55	112.4	5465.	21.64	1228.	.047	1.22	109.8	5123.	20.29
25463.50	-2.95	110.2	5277.	20.82	605.	.023	1.40	107.7	4947.	19.52
25464.50	-3.37	108.9	5092.	20.31	1206.	.046	1.52	106.4	4773.	19.03
25465.50	-3.04	106.7	4911.	19.51	931.	.035	1.75	104.3	4603.	18.29
25466.50	-3.29	104.9	4732.	18.86	1325.	.050	1.94	102.5	4436.	17.68
25467.50	-2.44	103.1	4557.	18.20	403.	.015	2.08	100.7	4272.	17.06
25468.50	-4.11	101.4	4383.	17.62	2501.	.092	2.34	99.1	4109.	16.51
25469.50	-2.81	99.1	4215.	16.81	1068.	.039	2.65	96.8	3951.	15.76
25470.50	-3.23	97.5	4049.	16.28	1642.	.061	2.84	95.2	3795.	15.26
25471.50	-2.71	95.6	3886.	15.66	1110.	.04[illegible]	3.07	93.4	3643.	14.68
25472.50	-3.31	93.9	3726.	15.10	1919.	[illegible]	3.31	91.7	3492.	14.15
25473.50	-2.80	92.1	3569.	14.54	1396.	.050	3.56	90.0	3345.	13.63
25474.50	-3.15	90.4	3415.	14.01	1871.	.070	3.79	88.3	3201.	13.13
25475.50	-3.20	88.7	3264.	13.46	2047.	.072	4.09	86.6	3059.	12.62
25476.50	-2.88	86.8	3118.	12.90	1733.	.062	4.36	84.8	2921.	12.09
25477.50	-2.67	85.3	2971.	12.46	1548.	.055	4.58	83.3	2785.	11.68
25478.50	-3.10	83.2	2829.	11.86	2161.	.075	4.88	81.3	2651.	11.11
25479.50	-2.88	81.8	2689.	11.45	1946.	.069	5.12	79.9	2520.	10.73
25480.50	-3.16	79.9	2553.	10.93	2373.	.083	5.43	78.0	2393.	10.24
25481.50	-3.52	78.0	2419.	10.44	2875.	.101	5.76	76.3	2268.	9.78
25482.50	-2.39	76.1	2289.	9.91	1586.	.056	6.05	74.3	2146.	9.29
25482.97	-1.64	75.6	2230.	9.80	707.	.025	6.08	73.9	2090.	9.19

TEST NO. 49C

MARK II ANTISKID/STANDARD TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
34000.LBS	34900.LBS	27.625 IN HG	20.2 C	1.1 KTS	255.0 DEG MAG

	---TEST DAY---							---STANDARD DAY---		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
27309.85	-4.90	138.9	7819.	29.80	490.	.030	.02	134.1	7110.	27.07
27310.75	-4.39	136.2	7610.	28.67	181.	.010	.14	131.5	6918.	26.04
27311.75	-3.53	133.9	7383.	27.69	0.	0.000	.14	129.2	6710.	25.14
27312.75	-3.84	131.8	7158.	26.82	0.	0.000	.14	127.2	6504.	24.35
27313.75	-3.87	129.5	6938.	25.92	79.	.004	.15	125.0	6303.	23.52
27314.75	-4.34	127.2	6721.	25.00	721.	.038	.21	122.8	6104.	22.68
27315.75	-3.53	124.5	6509.	23.97	57.	.003	.35	120.2	5910.	21.73
27316.75	-3.84	122.6	6300.	23.24	491.	.023	.38	118.3	5719.	21.07
27317.75	-3.07	120.4	6096.	22.39	0.	0.000	.44	116.1	5532.	20.30
27318.75	-3.64	118.4	5894.	21.66	534.	.025	.49	114.2	5347.	19.63
27319.75	-3.61	116.3	5696.	20.91	614.	.029	.61	112.2	5166.	18.94
27320.75	-3.43	114.0	5501.	20.08	588.	.028	.76	109.9	4988.	18.19
27321.75	-2.91	112.6	5310.	19.58	135.	.006	.78	108.5	4814.	17.73
27322.75	-4.07	110.0	5122.	18.69	1638.	.070	1.04	106.0	4642.	16.92
27323.75	-2.52	108.2	4938.	18.09	504.	.021	1.19	104.3	4474.	16.37
27324.75	-3.10	106.6	4757.	17.57	774.	.033	1.29	102.8	4309.	15.89
27325.75	-3.67	104.3	4579.	16.80	1546.	.064	1.55	100.5	4146.	15.19
27326.75	-2.58	102.4	4404.	16.21	454.	.019	1.70	98.7	3987.	14.65
27327.75	-2.81	101.2	4233.	15.84	766.	.031	1.74	97.5	3831.	14.31
27328.75	-4.87	98.5	4063.	14.99	3213.	.124	2.19	94.9	3676.	13.54
27329.75	-2.32	96.6	3900.	14.41	535.	.021	2.42	93.0	3526.	13.01
27330.75	-2.53	95.0	3738.	13.94	848.	.033	2.55	91.4	3379.	12.58
27331.75	-3.12	93.5	3578.	13.51	1545.	.060	2.73	90.0	3234.	12.19
27332.75	-3.53	91.3	3422.	12.87	2095.	.079	3.07	87.8	3092.	11.60
27333.75	-2.83	89.5	3270.	12.38	1407.	.054	3.29	86.1	2953.	11.17
27334.75	-3.98	87.4	3120.	11.80	2733.	.105	3.64	84.1	2816.	10.64
27335.75	-2.62	85.7	2974.	11.34	1342.	.051	3.89	82.4	2683.	10.21
27336.75	-3.00	84.0	2831.	10.89	1822.	.069	4.13	80.7	2553.	9.80
27337.75	-2.55	82.4	2691.	10.50	1394.	.053	4.33	79.2	2426.	9.45
27338.75	-3.00	80.6	2553.	10.04	1951.	.075	4.58	77.4	2300.	9.03
27339.75	-2.69	79.0	2418.	9.64	1683.	.063	4.81	75.9	2178.	8.67
27340.75	-3.10	77.4	2287.	9.25	2192.	.082	5.07	74.3	2059.	8.31
27341.75	-2.87	75.3	2158.	8.76	2019.	.075	5.36	72.3	1941.	7.87
27342.75	-2.47	73.9	2031.	8.44	1616.	.062	5.57	71.0	1827.	7.58
27343.75	-2.66	72.5	1908.	8.11	1888.	.070	5.79	69.5	1715.	7.28
27344.25	-2.54	71.6	1847.	7.92	1783.	.067	5.84	68.7	1660.	7.11

TEST NO. 50A   MARK II ANTISKID/STANDARD TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	43500.LBS	27.541 IN HG	21.0 C	2.2 KTS	197.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
23294.89	-3.43	153.8	10591.	45.52	0.	0.000	0.00	148.2	9837.	41.80
23295.75	-4.07	152.0	10469.	44.46	44.	.002	.00	146.4	9630.	40.82
23296.75	-3.75	149.3	10215.	42.95	0.	0.000	.06	143.9	9392.	39.41
23297.75	-3.66	147.3	9965.	41.79	0.	0.000	.06	141.9	9158.	38.33
23298.75	-3.51	145.1	9716.	40.56	0.	0.000	.06	139.8	8928.	37.19
23299.75	-3.80	143.1	9475.	39.42	299.	.011	.08	137.8	8702.	36.12
23300.75	-3.72	140.8	9235.	38.17	349.	.013	.17	135.5	8478.	34.97
23301.75	-3.31	138.6	8999.	37.00	0.	0.000	.22	133.4	8258.	33.88
23302.75	-3.62	136.8	8767.	36.02	477.	.017	.25	131.6	8042.	32.96
23303.75	-3.17	134.5	8538.	34.82	60.	.002	.35	129.4	7829.	31.86
23304.75	-3.40	132.6	8312.	33.86	459.	.016	.41	127.5	7618.	30.97
23305.75	-3.17	130.8	8090.	32.95	292.	.010	.46	125.8	7412.	30.12
23306.75	-3.31	128.8	7871.	31.95	617.	.021	.59	123.8	7208.	29.20
23307.75	-2.77	127.1	7656.	31.12	0.	0.000	.60	122.2	7008.	28.42
23308.75	-3.53	125.0	7442.	30.08	1124.	.037	.80	120.1	6809.	27.45
23309.75	-2.60	123.3	7233.	29.25	0.	0.000	.87	118.4	6615.	26.69
23310.75	-3.24	121.8	7026.	28.57	960.	.031	.95	117.0	6423.	26.06
23311.75	-3.00	119.7	6822.	27.58	745.	.024	1.18	114.9	6234.	25.14
23312.75	-3.23	118.3	6622.	26.93	1181.	.038	1.33	113.5	6048.	24.53
23313.75	-1.59	116.5	6425.	26.12	0.	0.000	1.42	111.8	5866.	23.78
23314.75	-3.56	114.7	6226.	25.35	1876.	.059	1.64	110.1	5683.	23.07
23315.75	-1.47	113.6	6036.	24.84	0.	0.000	1.72	109.0	5506.	22.60
23316.75	-4.02	111.8	5846.	24.09	2719.	.082	2.01	107.3	5330.	21.90
23317.75	-2.02	109.8	5659.	23.20	120.	.004	2.27	105.2	5157.	21.08
23318.75	-2.46	108.6	5474.	22.71	767.	.023	2.32	104.1	4986.	20.63
23319.75	-2.74	107.2	5293.	22.12	1218.	.037	2.51	102.7	4819.	20.08
23320.75	-2.83	105.2	5114.	21.31	1437.	.044	2.79	100.8	4653.	19.34
23321.29	-2.48	104.5	5018.	21.03	1007.	.030	2.84	100.1	4564.	19.07

TEST NO. 508 MARK II ANTISKID/STANDARD TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	38700.LBS	27.545 IN HG	23.2 C	3.6 KTS	222.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
25526.35	-4.04	141.1	9016.	34.10	0.	0.000	0.00	133.3	7934.	29.89
25527.25	-3.84	138.8	8803.	33.02	0.	0.000	.00	131.1	7741.	28.92
25528.25	-3.80	136.8	8570.	32.04	0.	0.000	.00	129.1	7530.	28.04
25529.25	-3.51	134.4	8342.	30.96	0.	0.000	.00	126.9	7323.	27.07
25530.25	-3.71	132.4	8116.	30.02	73.	.004	.01	124.9	7120.	26.22
25531.25	-3.58	130.2	7895.	29.04	77.	.004	.03	122.7	6919.	25.34
25532.25	-3.27	128.2	7577.	28.15	0.	0.000	.03	120.8	6723.	24.55
25533.25	-3.21	126.2	7462.	27.27	0.	0.000	.03	118.8	6529.	23.75
25534.25	-3.16	124.4	7250.	26.52	0.	0.000	.03	117.1	6339.	23.08
25535.25	-3.62	122.5	7042.	25.70	628.	.028	.10	115.3	6152.	22.35
25536.25	-2.71	120.4	6837.	24.83	0.	0.000	.16	113.2	5967.	21.57
25537.25	-2.96	119.0	6635.	24.28	68.	.003	.16	111.9	5787.	21.08
25538.25	-3.12	117.0	6436.	23.47	431.	.019	.25	110.0	5607.	20.35
25539.25	-3.08	115.4	6240.	22.83	489.	.020	.30	108.4	5432.	19.78
25540.25	-2.94	113.4	6047.	22.02	463.	.019	.43	106.4	5259.	19.06
25541.25	-2.59	111.8	5857.	21.43	482.	.017	.49	104.9	5089.	18.53
25542.25	-2.76	110.2	5669.	20.81	782.	.027	.62	103.4	4921.	17.98
25543.25	-2.76	108.8	5484.	20.27	864.	.030	.76	102.0	4757.	17.49
25544.25	-3.09	107.0	5303.	19.62	1335.	.048	.97	100.3	4595.	16.91
25545.25	-2.02	105.3	5124.	19.00	147.	.005	1.10	98.6	4435.	16.36
25546.25	-2.82	104.1	4947.	18.58	1184.	.040	1.20	97.5	4279.	15.98
25547.25	-2.63	102.3	4773.	17.92	1032.	.035	1.43	95.7	4123.	15.40
25548.25	-2.49	101.0	4601.	17.49	938.	.032	1.56	94.5	3972.	15.02
25549.25	-2.85	99.2	4432.	16.85	1468.	.049	1.81	92.7	3821.	14.45
25550.25	-2.45	97.8	4266.	16.39	1046.	.036	1.99	91.4	3674.	14.04
25551.25	-2.47	96.3	4102.	15.88	1168.	.039	2.18	89.8	3529.	13.58
25552.25	-2.71	94.6	3941.	15.34	1532.	.051	2.42	88.3	3386.	13.10
25553.25	-2.40	93.2	3783.	14.89	1227.	.041	2.62	86.9	3247.	12.70
25554.25	-2.88	91.5	3627.	14.34	1878.	.062	2.89	85.2	3108.	12.22
25555.25	-2.29	89.9	3474.	13.84	1229.	.040	3.13	83.7	2973.	11.78
25556.25	-2.42	88.6	3323.	13.46	1445.	.048	3.32	82.4	2841.	11.43
25557.25	-2.59	87.1	3175.	12.99	1709.	.056	3.56	80.9	2710.	11.02
25558.25	-2.60	85.5	3029.	12.53	1789.	.058	3.82	79.4	2582.	10.61
25559.25	-2.48	84.1	2885.	12.11	1699.	.055	4.06	78.0	2456.	10.24
25560.10	-1.94	82.9	2766.	11.77	1084.	.036	4.19	76.9	2352.	9.94

TEST NO. 50C MARK II ANTISKID/STANDARD TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
34000.LBS	34700.LBS	27.545 IN HG	26.5 C	4.4 KTS	220.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
27275.80	-3.88	140.2	8563.	30.19	0.	0.000	0.00	130.8	7338.	25.75
27276.75	-4.07	137.9	8339.	29.23	0.	0.000	0.00	128.6	7140.	24.91
27277.75	-4.08	135.6	8109.	28.23	148.	.008	.02	126.3	6935.	24.02
27278.75	-3.72	133.2	7882.	27.25	0.	0.000	.03	124.0	6734.	23.16
27279.75	-3.75	131.0	7659.	26.37	107.	.005	.04	122.0	6537.	22.39
27280.75	-3.70	128.8	7440.	25.49	177.	.009	.07	119.9	6343.	21.62
27281.75	-3.54	126.6	7224.	24.61	161.	.008	.11	117.7	6152.	20.85
27282.75	-3.34	124.6	7012.	23.86	69.	.003	.13	115.8	5965.	20.19
27283.75	-3.47	122.7	6804.	23.14	318.	.015	.15	114.0	5781.	19.56
27284.75	-3.51	120.5	6598.	22.29	514.	.024	.27	111.8	5600.	18.81
27285.75	-3.21	118.6	6396.	21.60	284.	.013	.33	110.0	5422.	18.20
27286.75	-3.11	116.7	6198.	20.92	293.	.013	.39	108.2	5248.	17.61
27287.75	-3.22	114.9	6003.	20.27	530.	.024	.47	106.4	5077.	17.04
27288.75	-3.17	112.6	5811.	19.48	590.	.027	.63	104.2	4907.	16.36
27289.75	-2.73	111.2	5622.	19.01	195.	.009	.65	102.9	4743.	15.94
27290.75	-2.92	109.4	5436.	18.38	510.	.022	.75	101.1	4581.	15.39
27291.75	-3.08	107.7	5252.	17.82	761.	.034	.85	99.5	4420.	14.90
27292.75	-3.25	105.8	5072.	17.21	1052.	.046	1.03	97.7	4263.	14.37
27293.75	-2.84	104.0	4895.	16.62	701.	.031	1.17	96.0	4109.	13.86
27294.75	-2.34	102.4	4721.	16.11	241.	.011	1.25	94.4	3957.	13.42
27295.75	-2.55	101.3	4550.	15.76	552.	.023	1.29	93.3	3810.	13.11
27296.75	-2.74	99.2	4381.	15.11	945.	.039	1.49	91.3	3662.	12.54
27297.75	-2.73	97.8	4214.	14.69	1027.	.042	1.62	90.0	3518.	12.18
27298.75	-2.98	95.9	4050.	14.14	1391.	.054	1.84	88.2	3376.	11.70
27299.75	-2.74	94.5	3890.	13.71	1182.	.048	2.02	86.8	3238.	11.33
27300.75	-2.35	92.8	3732.	13.23	837.	.033	2.19	85.2	3101.	10.92
27301.75	-2.81	91.5	3576.	12.86	1384.	.055	2.35	83.9	2968.	10.60
27302.75	-2.21	89.6	3423.	12.35	835.	.033	2.55	82.1	2836.	10.15
27303.75	-2.49	88.7	3272.	12.09	1163.	.046	2.66	81.2	2708.	9.93
27304.75	-2.84	86.9	3124.	11.59	1613.	.063	2.91	79.4	2580.	9.50
27305.75	-2.20	85.5	2979.	11.23	980.	.039	3.07	78.1	2456.	9.19
27306.75	-2.61	84.1	2836.	10.87	1480.	.058	3.25	76.8	2334.	8.87
27307.75	-2.40	82.6	2696.	10.48	1323.	.052	3.45	75.3	2215.	8.54
27308.75	-2.89	80.8	2557.	10.03	1915.	.074	3.70	73.6	2096.	8.15
27309.70	-1.21	79.6	2429.	9.74	139.	.005	3.80	72.5	1988.	7.90

TEST NO. 51A MARK II ANTISKID/STANDARD TIRES(WORN)/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	43200.LBS	27.513 IN HG	19.0 C	6.1 KTS	230.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
23262.33	-4.78	160.1	11635.	49.02	0.	0.000	0.00	151.4	10413.	43.62
23263.25	-5.12	157.2	11389.	47.27	0.	0.000	0.00	148.5	10179.	42.00
23264.25	-4.79	154.4	11126.	45.58	0.	0.000	0.00	145.8	9930.	40.44
23265.25	-4.67	151.5	10868.	43.91	0.	0.000	0.00	142.9	9686.	38.90
23266.25	-3.42	148.9	10614.	42.42	0.	0.000	0.00	140.4	9447.	37.53
23267.25	-3.32	147.5	10364.	41.58	0.	0.000	0.00	138.9	9218.	36.75
23268.25	-3.54	145.0	10117.	40.19	0.	0.000	.05	136.5	8986.	35.47
23269.25	-4.03	143.0	9874.	39.13	811.	.030	.11	134.6	8760.	34.49
23270.25	-3.30	140.7	9635.	37.85	0.	0.000	.24	132.3	8537.	33.31
23271.25	-3.06	139.0	9399.	36.96	0.	0.000	.24	130.7	8319.	32.50
23272.25	-3.57	136.9	9166.	35.84	627.	.022	.36	128.6	8102.	31.47
23273.25	-3.09	135.0	8937.	34.85	82.	.003	.40	126.7	7890.	30.56
23274.25	-3.17	133.0	8710.	33.82	330.	.012	.48	124.7	7680.	29.61
23275.25	-3.09	131.3	8487.	32.96	340.	.012	.53	123.1	7475.	28.82
23276.25	-2.92	129.5	8267.	32.05	214.	.007	.59	121.3	7272.	27.99
23277.25	-2.77	127.8	8050.	31.22	119.	.004	.62	119.6	7073.	27.23
23278.25	-3.34	126.0	7836.	30.36	1016.	.034	.76	117.9	6875.	26.44
23279.25	-2.54	124.2	7625.	29.52	24.	.001	.85	116.1	6682.	25.68
23280.25	-2.98	122.6	7416.	28.74	803.	.026	.95	114.5	6491.	24.96
23281.25	-2.87	120.8	7211.	27.92	825.	.026	1.12	112.8	6302.	24.21
23282.25	-2.99	119.2	7008.	27.16	1105.	.034	1.31	111.2	6116.	23.52
23283.25	-2.86	117.4	6809.	26.35	1060.	.032	1.54	109.4	5933.	22.78
23284.25	-2.17	115.9	6612.	25.68	199.	.006	1.65	107.9	5755.	22.17
23285.25	-2.57	114.7	6418.	25.16	833.	.025	1.73	106.8	5579.	21.69
23286.25	-2.78	112.7	6225.	24.29	1234.	.036	2.01	104.8	5403.	20.91
23287.25	-2.34	111.4	6036.	23.74	689.	.021	2.14	103.5	5232.	20.41
23288.25	-3.19	109.8	5849.	23.04	1928.	.057	2.43	101.9	5062.	19.77
23289.25	-2.64	107.9	5666.	22.27	1287.	.038	2.73	100.1	4894.	19.07
23290.25	-2.62	106.4	5485.	21.67	1351.	.039	2.96	98.7	4730.	18.53
23291.25	-1.91	105.1	5307.	21.12	452.	.013	3.10	97.3	4570.	18.03
23292.25	-3.10	103.6	5130.	20.53	2118.	.063	3.36	95.9	4411.	17.49
23293.25	-2.23	101.9	4957.	19.86	1030.	.030	3.63	94.2	4254.	16.88
23294.25	-2.43	100.7	4786.	19.38	1367.	.039	3.82	93.0	4101.	16.45
23295.25	-2.32	99.3	4617.	18.86	1279.	.037	4.04	91.6	3950.	15.98
23296.25	-2.86	97.8	4451.	18.28	2075.	.059	4.33	90.1	3801.	15.46
23297.25	-2.50	95.9	4288.	17.57	1669.	.049	4.67	88.2	3652.	14.82
23297.83	-1.68	95.2	4194.	17.33	601.	.017	4.73	87.6	3570.	14.61

TEST NO. 51B MARK II ANTISKID/STANDARD TIRES(WORN)/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	38350.LBS	27.515 IN HG	23.0 C	.4 KTS	205.0 DEG MAG

	-----------------------	TEST DAY	-----------------------					----STANDARD	DAY----	
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
25463.18	-4.01	147.5	9570.	36.93	0.	0.000	0.00	143.3	8950.	34.52
25464.00	-4.10	145.4	9367.	35.89	0.	0.000	0.00	141.2	8759.	33.54
25465.00	-3.57	143.2	9124.	34.81	0.	0.000	0.00	139.1	8531.	32.53
25466.00	-3.73	141.1	8884.	33.81	0.	0.000	0.00	137.1	8306.	31.60
25467.00	-4.07	138.5	8648.	32.59	217.	.010	.05	134.5	8085.	30.45
25468.00	-3.59	136.5	8416.	31.63	0.	0.000	.05	132.5	7867.	29.55
25469.00	-4.03	134.1	8187.	30.55	474.	.020	.11	130.3	7653.	28.54
25470.00	-3.67	131.9	7963.	29.52	187.	.008	.18	128.0	7442.	27.58
25471.00	-3.48	129.9	7742.	28.67	104.	.004	.19	126.2	7235.	26.78
25472.00	-3.41	127.7	7525.	27.69	142.	.006	.24	124.0	7031.	25.87
25473.00	-3.39	125.7	7311.	26.84	249.	.010	.28	122.1	6831.	25.07
25474.00	-3.33	123.7	7100.	25.99	321.	.013	.34	120.1	6633.	24.28
25475.00	-3.50	121.8	6893.	25.19	654.	.026	.43	118.2	6439.	23.52
25476.00	-3.28	119.7	6689.	24.33	489.	.020	.55	116.2	6248.	22.72
25477.00	-3.09	117.9	6489.	23.61	383.	.015	.61	114.5	6061.	22.04
25478.00	-3.64	115.8	6291.	22.77	1164.	.045	.81	112.4	5875.	21.25
25479.00	-2.63	114.3	6097.	22.17	43.	.002	.86	110.9	5694.	20.69
25480.00	-3.75	112.1	5906.	21.32	1530.	.059	1.08	108.8	5515.	19.90
25481.00	-2.65	110.2	5718.	20.62	320.	.012	1.22	107.0	5339.	19.24
25482.00	-2.69	108.8	5534.	20.10	428.	.016	1.27	105.6	5166.	18.75
25483.00	-3.08	106.9	5352.	19.42	1005.	.038	1.43	103.8	4996.	18.12
25484.00	-2.96	105.3	5173.	18.81	957.	.036	1.59	102.1	4828.	17.55
25485.00	-2.74	103.5	4996.	18.17	785.	.030	1.75	100.4	4663.	16.95
25486.00	-3.07	101.8	4823.	17.61	1255.	.047	1.93	98.8	4501.	16.42
25487.00	-2.69	100.1	4653.	17.01	887.	.033	2.10	97.1	4341.	15.86
25488.00	-3.04	98.3	4485.	16.40	1415.	.052	2.32	95.3	4184.	15.29
25489.00	-2.59	96.7	4321.	15.88	929.	.035	2.49	93.8	4030.	14.81
25490.00	-2.87	95.2	4159.	15.37	1369.	.049	2.68	92.3	3879.	14.33
25491.00	-2.18	93.6	4000.	14.86	610.	.022	2.83	90.7	3730.	13.85
25492.00	-3.22	92.0	3843.	14.37	1915.	.069	3.04	89.2	3583.	13.39
25493.00	-2.78	90.2	3689.	13.83	1485.	.053	3.30	87.5	3439.	12.88
25494.00	-2.67	88.6	3538.	13.33	1425.	.051	3.51	85.9	3298.	12.42
25495.00	-3.07	87.0	3390.	12.84	1960.	.072	3.76	84.3	3160.	11.96
25496.00	-2.90	85.2	3245.	12.31	1841.	.067	4.05	82.6	3024.	11.46
25497.00	-2.56	83.4	3103.	11.82	1507.	.054	4.29	80.9	2891.	11.00
25498.00	-2.92	82.1	2963.	11.44	1994.	.070	4.51	79.6	2760.	10.65
25499.00	-2.73	80.0	2826.	10.86	1859.	.066	4.82	77.5	2632.	10.11
25500.00	-2.74	78.7	2692.	10.53	1904.	.069	5.03	76.3	2507.	9.80
25501.00	-3.16	76.8	2561.	10.02	2496.	.087	5.35	74.5	2384.	9.33
25502.00	-3.16	74.9	2433.	9.53	2568.	.090	5.67	72.6	2264.	8.86
25503.00	-2.23	73.4	2308.	9.14	1511.	.054	5.91	71.1	2148.	8.50
25504.00	-2.95	72.0	2185.	8.81	2424.	.086	6.14	69.8	2033.	8.19
25505.00	-3.21	70.0	2065.	8.33	2822.	.097	6.48	67.8	1921.	7.74
25506.00	-2.24	68.3	1949.	7.92	1720.	.059	6.74	66.2	1812.	7.36
25506.27	-1.83	68.0	1922.	7.84	1239.	.043	6.73	65.8	1788.	7.29

TEST NO. 51C MARK II ANTISKID/STANDARD TIRES(WORN)/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
34000.LBS	34475.LBS	27.515 IN HG	25.8 C	5.2 KTS	238.0 DEG MAG

	----------TEST DAY----------							----STANDARD DAY----		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
27583.80	-3.56	145.5	9083.	32.30	0.	0.000	0.00	135.8	7849.	27.77
27584.75	-3.77	141.1	8855.	30.39	0.	0.000	0.00	131.6	7636.	26.07
27585.75	-4.10	138.7	8618.	29.35	187.	.010	.03	129.3	7424.	25.14
27586.75	-3.72	136.3	8387.	28.36	0.	0.000	.05	127.0	7215.	24.26
27587.75	-3.52	134.2	8158.	27.47	0.	0.000	.05	124.9	7011.	23.47
27588.75	-3.33	132.1	7934.	26.65	0.	0.000	.05	122.9	6810.	22.74
27589.75	-4.15	129.9	7712.	25.77	806.	.037	.14	120.8	6612.	21.96
27590.75	-3.50	127.6	7495.	24.86	242.	.011	.25	118.6	6417.	21.16
27591.75	-3.22	125.5	7281.	24.05	47.	.002	.29	116.5	6226.	20.44
27592.75	-3.34	123.8	7070.	23.37	298.	.013	.30	114.8	6039.	19.84
27593.75	-3.28	121.8	6863.	22.63	339.	.015	.38	112.9	5855.	19.19
27594.75	-3.21	119.9	6660.	21.95	385.	.017	.45	111.1	5674.	18.58
27595.75	-3.04	118.0	6459.	21.25	319.	.014	.52	109.2	5496.	17.96
27596.75	-3.39	116.0	6261.	20.54	797.	.035	.65	107.3	5320.	17.34
27597.75	-3.18	114.0	6067.	19.84	693.	.030	.80	105.4	5147.	16.72
27598.75	-3.11	112.3	5876.	19.23	726.	.031	.92	103.7	4979.	16.19
27599.75	-3.15	110.4	5688.	18.61	865.	.036	1.07	101.9	4812.	15.64
27600.75	-2.94	108.6	5503.	18.01	720.	.031	1.21	100.2	4649.	15.11
27601.75	-2.92	107.0	5321.	17.47	788.	.033	1.34	98.6	4489.	14.63
27602.75	-2.71	105.2	5142.	16.89	661.	.027	1.48	96.9	4332.	14.13
27603.75	-2.78	103.7	4965.	16.40	815.	.034	1.60	95.4	4177.	13.69
27604.75	-3.03	101.9	4792.	15.85	1156.	.048	1.78	93.7	4025.	13.22
27605.75	-2.78	100.2	4621.	15.31	960.	.040	1.96	92.0	3875.	12.74
27606.75	-2.85	98.4	4454.	14.78	1131.	.046	2.15	90.3	3728.	12.27
27607.75	-2.67	96.8	4289.	14.29	1000.	.041	2.33	88.7	3584.	11.84
27608.75	-2.64	95.2	4127.	13.82	1060.	.043	2.50	87.2	3443.	11.43
27609.75	-3.02	93.5	3967.	13.35	1535.	.062	2.71	85.6	3304.	11.03
27610.75	-2.75	91.9	3811.	12.90	1310.	.053	2.92	84.0	3168.	10.63
27611.75	-2.41	90.3	3657.	12.45	1008.	.041	3.10	82.5	3034.	10.24
27612.75	-3.08	88.8	3506.	12.04	1787.	.073	3.31	81.0	2903.	9.89
27613.75	-2.77	87.1	3358.	11.58	1522.	.062	3.56	79.4	2775.	9.48
27614.75	-2.71	85.3	3213.	11.10	1545.	.061	3.80	77.6	2648.	9.07
27615.75	-2.63	83.9	3070.	10.74	1509.	.060	3.99	76.3	2526.	8.76
27616.75	-3.70	81.8	2930.	10.21	2745.	.108	4.34	74.2	2403.	8.30
27617.75	-2.62	79.9	2794.	9.75	1642.	.066	4.61	72.4	2285.	7.90
27618.75	-2.80	78.4	2660.	9.37	1895.	.076	4.85	70.9	2170.	7.57
27619.75	-3.09	76.8	2529.	8.99	2280.	.087	5.12	69.4	2058.	7.25
27620.75	-3.07	74.8	2401.	8.53	2320.	.090	5.42	67.4	1947.	6.84
27621.75	-2.34	73.1	2276.	8.16	1601.	.061	5.66	65.9	1840.	6.53
27622.75	-2.72	72.0	2154.	7.91	2036.	.089	5.85	64.8	1738.	6.31
27623.75	-3.31	69.9	2034.	7.45	2736.	.108	6.18	62.7	1634.	5.92
27624.75	-3.10	68.1	1918.	7.08	2581.	.099	6.47	61.0	1535.	5.60
27625.75	-3.15	66.1	1804.	6.67	2680.	.106	6.78	59.1	1438.	5.26
27626.75	-2.86	64.4	1694.	6.33	2431.	.094	7.05	57.4	1345.	4.96
27627.75	-2.83	62.8	1587.	6.02	2451.	.094	7.30	55.9	1255.	4.70
27628.75	-3.79	60.7	1482.	5.62	3536.	.137	7.64	53.8	1165.	4.36
27629.75	-2.51	58.9	1382.	5.30	2172.	.094	7.90	52.1	1061.	4.09
27630.75	-2.93	57.2	1284.	4.98	2714.	.104	8.16	50.4	999.	3.82
27631.10	-2.28	56.5	1250.	4.88	2036.	.078	8.18	49.8	971.	3.74

TEST NO. 52A MARK III ANTISKID/STANDARD TIRES(WORN)/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	43200.LBS	27.483 IN HG	19.8 C	4.9 KTS	235.0 DEG MAG

	--------------------	---------TEST DAY	---------	--------------------				----STANDARD DAY	----	
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
22947.28	-4.02	160.3	10093.	49.16	0.	0.000	0.00	152.6	9136.	44.30
22948.25	-3.67	158.3	9833.	47.89	0.	0.000	0.00	150.5	8894.	43.12
22949.25	-4.18	155.8	9567.	46.41	0.	0.000	0.00	148.1	8646.	41.74
22950.25	-3.29	153.7	9306.	45.20	0.	0.000	0.00	146.1	8403.	40.62
22951.25	-4.02	151.5	9048.	43.91	80.	.003	.01	143.9	8163.	39.43
22952.25	-3.64	149.2	8795.	42.57	0.	0.000	.02	141.6	7927.	38.19
22953.25	-3.22	147.1	8545.	41.41	0.	0.000	.02	139.6	7695.	37.11
22954.25	-3.65	145.2	8298.	40.34	97.	.004	.02	137.7	7467.	36.11
22955.25	-3.55	143.0	8055.	39.10	114.	.004	.08	135.5	7241.	34.97
22956.25	-3.18	141.1	7815.	38.09	0.	0.000	.08	133.7	7019.	34.03
22957.25	-3.82	138.9	7578.	36.91	782.	.028	.20	131.6	6800.	32.94
22958.25	-2.62	137.0	7346.	35.92	0.	0.000	.22	129.7	6585.	32.03
22959.25	-3.67	135.3	7116.	35.01	785.	.028	.29	128.0	6373.	31.19
22960.25	-2.83	133.1	6889.	33.87	0.	0.000	.40	125.8	6164.	30.14
22961.25	-3.68	131.6	6666.	33.15	1082.	.037	.48	124.4	5959.	29.47
22962.25	-3.65	129.1	6446.	31.88	1183.	.040	.81	121.9	5755.	28.30
22963.25	-3.21	127.2	6230.	30.94	766.	.026	.97	120.1	5556.	27.44
22964.25	-3.66	125.2	6016.	29.98	1569.	.051	1.24	118.1	5359.	26.55
22965.25	-2.94	123.2	5807.	29.01	755.	.024	1.48	116.1	5167.	25.65
22966.25	-3.16	121.4	5601.	28.17	1175.	.037	1.68	114.3	4977.	24.89
22967.25	-3.08	119.5	5397.	27.31	1166.	.036	1.91	112.5	4791.	24.09
22968.25	-3.51	117.6	5197.	26.46	1890.	.058	2.22	110.7	4608.	23.32
22969.25	-3.69	115.5	5001.	25.51	2242.	.069	2.64	108.6	4427.	22.44
22970.25	-2.69	113.5	4808.	24.62	1017.	.031	2.94	106.6	4250.	21.62
22971.25	-3.70	111.7	4617.	23.87	2484.	.074	3.29	104.9	4076.	20.93
22972.25	-2.76	109.6	4431.	22.96	1331.	.039	3.66	102.8	3906.	20.10
22973.25	-3.51	108.0	4247.	22.32	2418.	.071	3.97	101.2	3739.	19.51
22974.25	-3.53	105.7	4067.	21.35	2558.	.076	4.47	98.9	3573.	18.63
22975.25	-3.77	103.6	3890.	20.52	2970.	.088	4.95	96.9	3412.	17.87
22976.25	-2.98	101.6	3717.	19.73	2008.	.059	5.36	94.9	3254.	17.15
22977.25	-3.71	99.7	3546.	18.99	3068.	.092	5.80	93.0	3100.	16.48
22978.25	-2.28	97.8	3380.	18.30	1226.	.037	6.14	91.2	2950.	15.85
22978.53	-2.15	97.5	3334.	18.18	1082.	.032	6.14	90.9	2908.	15.74

TEST NO. 52B MARK III ANTISKID/STANDARD TIRES(WORN)/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	38350.LBS	27.485 IN HG	21.4 C	4.2 KTS	220.0 DEG MAG

	----------------------TEST DAY						----------------------	----STANDARD DAY----		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
25132.23	-2.80	144.6	8267.	35.50	0.	0.000	0.00	137.0	7388.	31.58
25133.00	-3.61	143.2	8080.	34.81	0.	0.000	0.00	135.6	7217.	30.95
25134.00	-4.04	140.7	7840.	33.62	559.	.022	.14	133.2	6996.	29.86
25135.00	-3.18	138.8	7605.	32.70	0.	0.000	.15	131.3	6780.	29.02
25136.00	-3.55	136.8	7372.	31.76	112.	.004	.16	129.4	6568.	28.16
25137.00	-3.65	134.4	7143.	30.69	345.	.014	.25	127.1	6357.	27.18
25138.00	-2.83	132.7	6918.	29.90	0.	0.000	.25	125.4	6152.	26.46
25139.00	-3.46	130.7	6695.	29.02	372.	.015	.30	123.5	5949.	25.66
25140.00	-2.73	128.9	6477.	28.20	0.	0.000	.32	121.7	5749.	24.91
25141.00	-3.50	127.1	6260.	27.43	651.	.025	.37	120.0	5552.	24.21
25142.00	-3.66	124.9	6048.	26.47	963.	.037	.58	117.8	5358.	23.33
25143.00	-3.20	122.8	5839.	25.61	534.	.020	.73	115.8	5167.	22.54
25144.00	-2.96	121.1	5633.	24.89	358.	.014	.81	114.1	4980.	21.89
25145.00	-3.49	119.1	5430.	24.10	1112.	.042	.98	112.2	4796.	21.17
25146.00	-3.69	117.0	5231.	23.23	1475.	.055	1.26	110.1	4614.	20.38
25147.00	-2.92	114.9	5035.	22.41	689.	.025	1.47	108.0	4436.	19.63
25148.00	-3.13	113.4	4842.	21.84	991.	.037	1.60	106.6	4262.	19.12
25149.00	-3.65	111.4	4653.	21.05	1734.	.065	1.89	104.6	4090.	18.40
25150.00	-3.51	109.0	4467.	20.16	1692.	.062	2.25	102.3	3921.	17.59
25151.00	-2.94	107.2	4285.	19.49	1092.	.040	2.47	100.5	3756.	16.98
25152.00	-3.79	104.8	4106.	18.66	2226.	.083	2.84	98.2	3593.	16.23
25153.00	-3.12	103.2	3931.	18.07	1517.	.055	3.11	96.6	3435.	15.69
25154.00	-3.19	101.0	3758.	17.31	1718.	.062	3.43	94.5	3279.	15.01
25155.00	-3.87	99.2	3589.	16.69	2620.	.093	3.78	92.7	3127.	14.45
25156.00	-3.17	96.9	3424.	15.93	1876.	.067	4.17	90.4	2977.	13.76
25157.00	-3.87	95.0	3262.	15.31	2798.	.101	4.53	88.6	2831.	13.20
25158.00	-4.03	92.4	3104.	14.48	3128.	.110	5.04	86.0	2688.	12.45
25159.00	-3.07	90.3	2950.	13.85	2082.	.073	5.41	84.1	2549.	11.89
25160.00	-3.11	88.4	2799.	13.27	2218.	.077	5.75	82.2	2414.	11.36
25161.00	-3.52	86.7	2651.	12.76	2756.	.099	6.10	80.5	2282.	10.90
25162.00	-3.84	84.2	2507.	12.04	3251.	.112	6.57	78.1	2152.	10.26
25163.00	-3.89	82.1	2366.	11.43	3394.	.118	7.02	76.0	2026.	9.71
25164.00	-3.52	79.9	2229.	10.85	3027.	.104	7.45	73.9	1904.	9.19
25165.00	-4.24	77.7	2096.	10.26	3951.	.139	7.91	71.8	1785.	8.56
25166.00	-3.69	75.0	1967.	9.56	3400.	.119	8.41	69.1	1669.	8.14
25167.25	-3.72	72.8	1811.	9.00	3518.	.121	8.85	66.9	1531.	7.54
25168.25	-3.95	70.5	1690.	8.44	3870.	.132	9.31	64.7	1424.	7.04
25169.25	-3.14	68.3	1574.	7.93	2967.	.102	9.70	62.6	1321.	6.59
25170.25	-3.95	66.3	1460.	7.47	3992.	.139	10.09	60.6	1221.	6.18
25171.25	-3.81	64.0	1350.	6.95	3899.	.135	10.54	58.3	1124.	5.72
25172.25	-3.85	61.6	1244.	6.45	4023.	.137	10.95	56.0	1031.	5.28
25173.25	-3.71	59.2	1142.	5.95	3915.	.135	11.37	53.7	941.	4.85
25174.25	-3.86	57.3	1043.	5.58	4149.	.141	11.74	51.9	856.	4.53
25175.25	-4.11	54.7	949.	5.09	4517.	.154	12.17	49.3	773.	4.09
25176.25	-3.41	52.5	859.	4.68	3742.	.126	12.53	47.1	695.	3.74
25177.25	-4.69	50.3	771.	4.29	5327.	.178	12.92	45.0	620.	3.40
25178.25	-4.48	47.3	689.	3.80	5130.	.177	13.36	42.1	548.	2.98
25179.25	-4.17	44.9	612.	3.42	4817.	.164	13.73	39.7	481.	2.65
25180.25	-2.70	42.6	538.	3.08	3103.	.109	14.02	37.4	419.	2.36
25180.53	-1.92	42.2	518.	3.03	2212.	.072	14.03	37.1	403.	2.32

TEST NO. 520   MARK III ANTISKID/STANDARD TIRES(WORN)/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
34000.LBS	34550.LBS	27.486 IN HG	21.4 C	4.2 KTS	220.0 DEG MAG

	-----------------	--------TEST	DAY--------	-----------------				----STANDARD	DAY----	
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
27023.25	-4.03	140.1	7297.	30.04	0.	0.000	0.00	132.2	6421.	26.31
27024.25	-4.30	137.4	7063.	28.89	360.	.018	.05	129.6	6208.	25.28
27025.25	-3.73	135.2	6833.	27.94	0.	0.000	.09	127.4	6000.	24.42
27026.25	-3.61	132.8	6607.	26.99	0.	0.000	.09	125.1	5795.	23.56
27027.25	-3.65	130.9	6384.	26.21	86.	.004	.10	123.2	5595.	22.86
27028.25	-3.69	128.6	6165.	25.29	266.	.013	.16	121.0	5397.	22.03
27029.25	-3.62	126.5	5950.	24.46	315.	.015	.22	118.9	5203.	21.28
27030.25	-3.12	124.4	5738.	23.66	0.	0.000	.25	116.9	5013.	20.56
27031.25	-3.27	122.7	5529.	23.02	174.	.008	.28	115.2	4826.	19.99
27032.25	-3.75	120.7	5324.	22.26	813.	.038	.39	113.3	4642.	19.31
27033.25	-2.87	118.4	5123.	21.44	10.	.000	.49	111.1	4461.	18.57
27034.25	-3.45	116.9	4924.	20.90	701.	.032	.53	109.6	4284.	18.08
27035.25	-4.10	114.3	4728.	19.98	1543.	.069	.84	107.1	4107.	17.26
27036.25	-3.14	112.6	4537.	19.41	624.	.027	.96	105.5	3937.	16.75
27037.25	-3.73	110.2	4350.	18.56	1384.	.061	1.22	103.1	3768.	15.99
27038.25	-3.66	108.2	4165.	17.91	1420.	.062	1.45	101.2	3604.	15.40
27039.25	-3.02	106.0	3985.	17.18	848.	.037	1.67	99.0	3442.	14.75
27040.25	-3.91	104.1	3807.	16.55	1894.	.081	1.92	97.1	3284.	14.20
27041.25	-3.52	101.8	3634.	15.85	1603.	.067	2.21	94.9	3129.	13.57
27042.25	-3.57	99.7	3464.	15.20	1740.	.074	2.51	92.9	2978.	12.98
27043.25	-3.95	97.5	3297.	14.53	2251.	.096	2.85	90.7	2829.	12.38
27044.25	-2.71	95.5	3135.	13.96	1027.	.043	3.09	88.8	2685.	11.87
27045.25	-3.96	93.9	2974.	13.47	2423.	.103	3.34	87.2	2544.	11.45
27046.25	-4.41	91.2	2819.	12.73	3045.	.125	3.80	84.7	2405.	10.79
27047.25	-3.43	88.8	2667.	12.05	2079.	.088	4.18	82.3	2270.	10.18
27048.25	-3.62	86.7	2519.	11.50	2368.	.100	4.51	80.3	2139.	9.69
27049.25	-3.95	84.5	2374.	10.93	2834.	.113	4.89	78.1	2011.	9.19
27050.25	-4.02	82.1	2233.	10.31	2999.	.121	5.31	75.8	1886.	8.64
27051.25	-3.70	79.8	2097.	9.75	2747.	.111	5.69	73.6	1767.	8.15
27052.25	-3.52	77.7	1964.	9.24	2640.	.104	6.04	71.5	1650.	7.69
27053.25	-3.70	75.4	1835.	8.70	2902.	.118	6.41	69.3	1536.	7.23
27054.25	-3.89	73.3	1709.	8.21	3184.	.131	6.79	67.2	1427.	6.79
27055.25	-3.81	71.0	1588.	7.71	3177.	.128	7.17	65.0	1320.	6.35
27056.25	-4.74	68.5	1470.	7.17	4268.	.171	7.62	62.5	1217.	5.89
27057.25	-4.45	65.6	1356.	6.58	4058.	.158	8.10	59.7	1117.	5.37
27058.25	-3.89	63.4	1248.	6.14	3529.	.135	8.48	57.5	1023.	4.98
27059.25	-4.63	60.8	1143.	5.66	4397.	.171	8.90	55.1	932.	4.57
27060.25	-4.34	58.0	1042.	5.15	4167.	.163	9.33	52.4	845.	4.13
27061.25	-4.24	55.8	947.	4.77	4120.	.160	9.70	50.2	763.	3.80
27062.25	-4.52	52.8	855.	4.26	4600.	.182	10.13	47.2	683.	3.36
27063.25	-4.09	50.6	768.	3.91	4096.	.158	10.47	45.1	609.	3.06
27064.25	-4.88	47.7	685.	3.47	5012.	.194	10.87	42.3	538.	2.69
27065.25	-3.73	45.1	607.	3.11	3845.	.146	11.20	39.8	471.	2.38
27066.25	-4.86	42.7	532.	2.79	5110.	.193	11.53	37.5	409.	2.11
27067.25	-5.31	39.7	463.	2.41	5641.	.221	11.91	34.6	350.	1.80
27068.25	-4.89	36.5	398.	2.04	5270.	.197	12.25	31.4	296.	1.49
27069.25	-4.34	33.8	339.	1.75	4717.	.180	12.54	28.8	247.	1.25
27070.25	-5.42	31.3	284.	1.50	5916.	.228	12.82	26.4	202.	1.05
27071.25	-5.49	27.5	234.	1.16	6056.	.228	13.12	22.7	161.	.78
27072.25	-2.68	25.3	190.	.98	3076.	.114	13.30	20.5	127.	.63
27072.70	-2.03	24.6	171.	.93	2348.	.089	13.32	19.9	113.	.59

TEST NO. 53A MARK III ANTISKID/SOMMERS TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	43200.LBS	27.484 IN HG	16.5 C	3.9 KTS	195.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
22977.72	-4.26	158.4	7714.	47.96	0.	0.000	0.00	152.8	7172.	44.44
22978.50	-4.45	156.3	7507.	46.71	215.	.009	.05	150.7	6975.	43.26
22979.50	-3.60	153.9	7246.	45.31	0.	0.000	.05	148.4	6728.	41.93
22980.50	-4.79	151.4	6987.	43.84	1027.	.042	.17	145.9	6484.	40.55
22981.50	-4.26	148.8	6734.	42.32	537.	.021	.35	143.3	6244.	39.10
22982.50	-4.40	146.2	6485.	40.86	931.	.035	.55	140.8	6008.	37.72
22983.50	-4.19	143.9	6241.	39.60	786.	.029	.69	138.5	5778.	36.53
22984.50	-4.72	140.8	6000.	37.93	1686.	.062	1.09	135.5	5550.	34.95
22985.50	-4.42	138.5	5765.	36.68	1460.	.054	1.39	133.2	5328.	33.77
22986.50	-4.40	135.5	5533.	35.09	1674.	.058	1.84	130.2	5109.	32.28
22987.50	-3.53	133.4	5307.	34.02	604.	.021	2.01	128.1	4896.	31.26
22988.50	-4.35	130.9	5083.	32.79	1883.	.067	2.34	125.8	4685.	30.10
22989.50	-4.21	128.4	4864.	31.52	1978.	.066	2.77	123.2	4479.	28.90
22990.50	-4.61	126.0	4650.	30.36	2795.	.087	3.25	120.9	4277.	27.81
22991.50	-4.77	123.0	4439.	28.92	3173.	.099	3.94	117.9	4079.	26.45
22992.50	-3.84	120.4	4234.	27.73	2100.	.065	4.44	115.4	3885.	25.34
22993.50	-4.95	118.2	4032.	26.73	3705.	.114	5.01	113.2	3697.	24.39
22994.50	-3.70	115.1	3837.	25.35	2200.	.067	5.63	110.2	3512.	23.10
22995.50	-5.01	112.8	3643.	24.33	4065.	.126	6.23	107.8	3331.	22.14
22996.50	-3.93	110.1	3455.	23.18	2777.	.083	6.86	105.2	3155.	21.06
22997.50	-4.57	107.7	3272.	22.18	3749.	.114	7.44	102.8	2983.	20.13
22998.50	-4.02	104.9	3092.	21.04	3136.	.098	8.05	100.1	2815.	19.06
22999.50	-4.15	103.1	2917.	20.32	3411.	.103	8.56	98.3	2652.	18.38
23000.50	-5.27	99.7	2746.	19.00	5084.	.151	9.41	94.9	2491.	17.15
23001.50	-4.07	97.2	2579.	18.08	3574.	.106	10.04	92.5	2336.	16.29
23002.50	-4.58	94.5	2417.	17.08	4383.	.131	10.72	89.8	2185.	15.35
23003.50	-4.49	92.0	2260.	16.19	4359.	.133	11.39	87.3	2039.	14.52
23004.50	-4.85	89.1	2107.	15.17	4979.	.148	12.11	84.4	1897.	13.57
23005.50	-3.45	86.5	1959.	14.30	3199.	.096	12.67	81.9	1759.	12.76
23005.67	-2.95	86.2	1935.	14.20	2551.	.075	12.67	81.6	1737.	12.67

TEST NO. 539 MARK III ANTISKID/SOMMERS TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	38200.LBS	27.485 IN HG	19.0 C	4.2 KTS	180.0 DEG MAG

	----TEST DAY----							----STANDARD DAY----		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
25482.00	-4.16	147.8	6173.	36.92	0.	0.000	0.00	142.0	5693.	33.94
25483.00	-4.43	144.9	5926.	35.53	378.	.018	.13	139.3	5461.	32.64
25484.00	-4.25	142.4	5683.	34.27	342.	.016	.19	136.8	5234.	31.46
25485.00	-4.08	140.0	5445.	33.14	345.	.015	.26	134.4	5011.	30.39
25486.00	-3.87	137.6	5211.	32.02	250.	.011	.33	132.1	4792.	29.34
25487.00	-4.75	135.2	4981.	30.89	1437.	.061	.53	129.7	4577.	28.29
25488.00	-4.53	132.3	4755.	29.58	13[illegible].	.057	.88	126.8	4365.	27.06
25489.00	-5.10	129.6	4534.	28.41	2267.	.089	1.23	124.2	4159.	25.97
25490.00	-4.49	126.5	4318.	27.07	1715.	.069	1.72	121.2	3956.	24.71
25491.00	-4.77	123.9	4107.	25.97	2239.	.090	2.12	118.6	3759.	23.68
25492.00	-5.15	121.1	3900.	24.80	2903.	.111	2.66	115.9	3566.	22.59
25493.00	-4.96	117.8	3699.	23.45	2861.	.108	3.29	112.6	3377.	21.33
25494.00	-3.81	115.3	3502.	22.49	1655.	.061	3.68	110.2	3194.	20.43
25495.00	-5.17	112.8	3309.	21.50	3412.	.128	4.20	107.7	3015.	19.51
25496.00	-5.08	109.4	3122.	20.24	3504.	.129	4.89	104.4	2840.	18.33
25497.00	-5.34	106.4	2939.	19.16	3997.	.144	5.57	101.5	2669.	17.33
25498.00	-5.36	103.3	2762.	18.06	4176.	.151	6.29	98.4	2505.	16.30
25499.00	-4.57	100.2	2591.	16.97	3397.	.119	6.95	95.3	2345.	15.28
25500.00	-4.38	97.6	2424.	16.11	3282.	.115	7.49	92.8	2191.	14.49
25501.00	-5.53	94.6	2261.	15.14	4782.	.167	8.19	89.9	2040.	13.59
25502.00	-5.35	91.3	2105.	14.08	4708.	.166	8.95	86.6	1894.	12.61
25503.00	-4.84	87.9	1953.	13.08	4232.	.150	9.65	83.3	1753.	11.68
25504.00	-5.18	85.5	1806.	12.36	4741.	.164	10.26	80.9	1619.	11.01
25505.00	-5.14	82.2	1665.	11.42	4816.	.169	10.97	77.7	1488.	10.14
25506.00	-5.13	79.3	1529.	10.63	4903.	.174	11.61	74.8	1362.	9.42
25507.00	-5.66	76.0	1398.	9.77	5652.	.203	12.31	71.6	1242.	8.62
25508.00	-6.01	72.3	1272.	8.85	6210.	.214	13.07	68.0	1126.	7.78
25509.00	-5.11	69.3	1152.	8.11	5228.	.184	13.72	65.0	1016.	7.10
25510.00	-5.39	66.3	1039.	7.43	5657.	.198	14.33	62.1	912.	6.48
25511.00	-5.07	63.1	930.	6.74	5383.	.185	14.92	58.9	813.	5.84
25512.00	-6.31	59.7	826.	6.03	6947.	.241	15.57	55.6	718.	5.20
25513.00	-5.45	56.0	728.	5.30	6039.	.206	16.20	51.9	629.	4.54
25514.00	-6.00	52.8	636.	4.72	6761.	.234	16.79	48.9	546.	4.01
25515.00	-5.77	49.4	550.	4.12	6568.	.229	17.34	45.5	468.	3.48
25516.00	-5.67	45.7	470.	3.53	6543.	.223	17.87	41.8	396.	2.95
25517.00	-5.95	42.5	395.	3.06	6953.	.238	18.36	38.7	330.	2.52
25518.00	-5.90	38.8	327.	2.54	6951.	.241	18.84	35.0	269.	2.06
25519.00	-6.16	34.9	264.	2.07	7332.	.252	19.29	31.3	213.	1.65
25520.00	-6.76	31.6	208.	1.69	8102.	.278	19.71	28.0	165.	1.32
25521.00	-6.61	27.1	158.	1.24	7986.	.277	20.11	23.5	121.	.93
25522.00	-3.53	24.1	115.	.99	4381.	.147	20.31	20.7	86.	.72

TEST NO. 530 MARK III ANTISKID/SOMMERS TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
34000.LBS	34550.LBS	27.485 IN HG	21.0 C	5.1 KTS	220.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
21647.17	-4.20	143.6	6529.	33.79	0.	0.000	0.00	138.7	5632.	28.95
27628.00	-4.54	145.5	6323.	32.83	152.	.008	.01	136.7	5448.	28.11
27629.00	-5.08	143.4	6077.	31.47	932.	.048	.20	133.7	5229.	26.89
27630.00	-4.08	140.9	5838.	30.38	27.	.001	.27	131.2	5014.	25.92
27631.00	-3.94	138.5	5602.	29.35	17.	.001	.28	128.9	4805.	25.00
27632.00	-4.27	136.1	5370.	28.33	539.	.027	.34	126.5	4599.	24.10
27633.00	-4.66	133.4	5142.	27.20	1120.	.053	.57	123.9	4396.	23.09
27634.00	-3.43	131.1	4920.	26.30	0.	0.000	.64	121.7	4199.	22.29
27635.00	-4.12	128.9	4700.	25.41	847.	.037	.74	119.5	4006.	21.50
27636.00	-4.17	126.4	4485.	24.43	1063.	.046	.96	117.1	3815.	20.62
27637.00	-4.20	123.9	4274.	23.49	1233.	.055	1.19	114.7	3629.	19.80
27638.00	-4.25	121.4	4067.	22.53	1423.	.061	1.47	112.2	3446.	18.94
27639.00	-4.67	118.7	3864.	21.55	2049.	.087	1.84	109.6	3267.	18.08
27640.00	-4.37	116.3	3666.	20.68	1849.	.081	2.13	107.2	3093.	17.31
27641.00	-5.52	113.1	3472.	19.58	3392.	.132	2.74	104.2	2921.	16.34
27642.00	-4.73	110.2	3284.	18.57	2709.	.107	3.23	101.3	2755.	15.45
27643.00	-5.12	107.3	3100.	17.61	3294.	.129	3.83	98.5	2593.	14.61
27644.00	-5.09	104.3	2921.	16.65	3403.	.135	4.43	95.6	2436.	13.76
27645.00	-4.03	101.6	2748.	15.78	2417.	.092	4.89	92.9	2285.	13.00
27646.00	-6.23	98.5	2578.	14.84	4907.	.187	5.56	89.9	2135.	12.18
27647.00	-4.20	95.4	2415.	13.92	2848.	.110	6.16	86.9	1993.	11.37
27648.00	-5.60	92.8	2256.	13.17	4455.	.175	6.73	84.4	1855.	10.72
27649.00	-5.34	89.1	2103.	12.15	4322.	.170	7.44	80.8	1720.	9.83
27650.00	-4.84	86.3	1954.	11.40	3914.	.147	8.01	78.1	1591.	9.18
27651.00	-5.10	83.6	1811.	10.68	4294.	.164	8.59	75.4	1468.	8.56
27652.00	-5.44	80.2	1673.	9.83	4771.	.184	9.24	72.1	1347.	7.82
27653.00	-4.58	77.6	1540.	9.20	3953.	.148	9.78	69.6	1234.	7.28
27654.00	-5.95	74.2	1412.	8.42	5529.	.209	10.43	66.3	1123.	6.61
27655.00	-5.31	71.0	1290.	7.71	4941.	.189	11.02	63.2	1018.	6.00
27656.00	-6.00	67.5	1172.	6.98	5786.	.220	11.65	59.8	917.	5.38
27657.00	-5.31	64.2	1061.	6.29	5148.	.193	12.25	56.5	823.	4.81
27658.00	-5.45	61.1	956.	5.72	5383.	.203	12.79	53.6	734.	4.32
27659.00	-5.24	57.7	855.	5.10	5239.	.201	13.33	50.3	649.	3.80
27660.00	-5.17	54.8	760.	4.59	5241.	.199	13.81	47.4	570.	3.38
27661.00	-5.34	51.7	670.	4.09	5488.	.212	14.29	44.4	495.	2.97
27662.00	-5.38	48.5	586.	3.60	5610.	.212	14.73	41.3	426.	2.57
27663.00	-4.52	45.4	507.	3.15	4752.	.180	15.18	38.3	362.	2.20
27664.00	-1.98	43.4	432.	2.88	2075.	.077	15.39	36.3	304.	1.98
27664.22	-1.47	43.2	416.	2.85	1531.	.056	15.39	36.1	293.	1.96

TEST NO. 54A MARK III ANTISKID/SOMMERS TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	43200.LBS	27.527 IN HG	17.2 C	6.6 KTS	217.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
23022.68	-4.26	163.2	7933.	50.95	0.	0.000	0.00	154.5	7114.	45.41
23023.50	-4.37	161.1	7709.	49.63	0.	0.000	0.00	152.4	6906.	44.19
23024.50	-4.90	158.5	7439.	48.07	0.	0.000	0.00	149.8	6656.	42.74
23025.50	-5.78	155.1	7174.	46.00	0.	0.000	0.00	146.4	6407.	40.82
23026.50	-5.81	151.9	6915.	44.11	0.	0.000	0.00	143.3	6165.	39.07
23027.50	-5.58	148.2	6662.	42.00	0.	0.000	0.00	139.6	5927.	37.12
23028.50	-4.57	145.3	6414.	40.35	0.	0.000	0.00	136.7	5697.	35.59
23029.50	-3.81	142.9	6171.	39.08	565.	.021	.03	134.5	5473.	34.42
23030.50	-4.16	140.6	5932.	37.83	1520.	.048	.33	132.2	5253.	33.26
23031.50	-4.61	138.0	5697.	36.41	1982.	.071	.74	129.6	5036.	31.96
23032.50	-4.06	135.3	5466.	35.02	1471.	.050	1.14	126.9	4824.	30.67
23033.50	-4.45	132.9	5239.	33.79	2173.	.072	1.54	124.6	4616.	29.55
23034.50	-4.44	130.2	5017.	32.44	2353.	.077	2.06	121.9	4411.	28.30
23035.50	-4.71	127.6	4800.	31.12	3050.	.096	2.65	119.3	4211.	27.09
23036.50	-4.65	124.8	4587.	29.77	3149.	.097	3.32	116.5	4016.	25.85
23037.50	-4.53	122.1	4379.	28.49	3133.	.095	3.97	113.9	3825.	24.68
23038.50	-4.55	119.4	4175.	27.27	3319.	.100	4.62	111.3	3638.	23.56
23039.50	-4.15	116.8	3976.	26.10	2912.	.087	5.24	108.7	3456.	22.49
23040.50	-4.49	114.2	3781.	24.94	3510.	.104	5.88	106.1	3278.	21.44
23041.50	-4.08	111.7	3590.	23.84	3091.	.091	6.50	103.6	3105.	20.43
23042.50	-4.47	109.2	3404.	22.80	3734.	.109	7.14	101.2	2936.	19.48
23043.50	-4.36	106.4	3222.	21.65	3701.	.112	7.84	98.4	2771.	18.44
23044.50	-4.35	104.0	3044.	20.70	3806.	.113	8.47	96.1	2611.	17.58
23045.50	-4.78	101.1	2871.	19.55	4525.	.133	9.24	93.2	2453.	16.53
23046.50	-4.35	98.5	2703.	18.56	4049.	.122	9.93	90.7	2302.	15.64
23047.50	-5.32	95.7	2538.	17.52	5472.	.165	10.72	87.9	2153.	14.71
23048.50	-4.96	92.4	2380.	16.32	5124.	.152	11.63	84.6	2009.	13.63
23049.50	-4.12	89.9	2226.	15.46	4114.	.120	12.25	82.2	1872.	12.86
23050.50	-4.19	87.4	2076.	14.62	4275.	.129	12.88	79.7	1739.	12.10
23051.50	-4.73	84.7	1931.	13.71	5119.	.152	13.58	77.0	1609.	11.29
23052.50	-2.96	82.3	1790.	12.96	2820.	.084	14.05	74.7	1485.	10.62
23052.58	-2.83	82.21	1779.	12.93	2663.	.077	14.05	74.6	1476.	10.59

TEST NO. 54B MARK III ANTISKID/SOMMERS TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	38550.LBS	27.530 IN HG	18.5 C	6.5 KTS	210.0 DEG MAG

	-----	-----	-----TEST	DAY-----	-----	-----	-----	----STANDARD	DAY----	
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
25161.07	-3.33	153.0	6923.	39.93	0.	0.000	0.00	143.5	6048.	34.66
25162.00	-3.53	151.2	6684.	39.03	0.	0.000	0.00	141.9	5834.	33.85
25163.00	-3.36	148.8	6431.	37.78	0.	0.000	0.00	139.5	5605.	32.72
25164.00	-3.33	147.3	6181.	37.01	0.	0.000	0.00	138.0	5383.	32.02
25165.00	-5.39	144.4	5935.	35.60	1954.	.080	.27	135.2	5160.	30.75
25166.00	-5.23	141.2	5694.	34.01	1839.	.080	.74	132.0	4941.	29.31
25167.00	-5.88	137.9	5457.	32.44	2863.	.121	1.33	128.8	4726.	27.89
25168.00	-5.17	134.8	5228.	31.01	2244.	.090	1.87	125.8	4518.	26.60
25169.00	-5.28	131.4	5003.	29.49	2575.	.103	2.45	122.5	4314.	25.24
25170.00	-3.58	128.9	4784.	28.36	737.	.029	2.73	120.0	4117.	24.22
25171.00	-4.04	126.9	4567.	27.48	1382.	.053	2.93	118.0	3925.	23.44
25172.00	-4.86	124.6	4356.	26.48	2542.	.098	3.32	115.7	3736.	22.54
25173.00	-4.77	121.0	4148.	25.00	2694.	.099	3.97	112.3	3548.	21.21
25174.00	-4.11	118.9	3946.	24.11	2119.	.075	4.36	110.2	3369.	20.41
25175.00	-5.11	115.8	3747.	22.89	3488.	.121	5.00	107.2	3190.	19.32
25176.00	-4.64	113.1	3555.	21.83	3056.	.107	5.58	104.5	3018.	18.38
25177.00	-4.80	110.4	3366.	20.79	3381.	.118	6.18	101.9	2850.	17.45
25178.00	-5.03	107.5	3182.	19.72	3809.	.134	6.84	99.0	2687.	16.50
25179.00	-5.08	104.5	3003.	18.64	4009.	.141	7.53	96.1	2527.	15.54
25180.00	-4.66	101.5	2829.	17.58	3651.	.125	8.20	93.2	2373.	14.60
25181.00	-4.88	98.8	2660.	16.65	4032.	.141	8.85	90.5	2223.	13.77
25182.00	-4.36	96.0	2496.	15.73	3525.	.122	9.46	87.8	2078.	12.96
25183.00	-4.33	93.5	2336.	14.91	3671.	.123	10.02	85.3	1938.	12.24
25184.00	-5.31	90.5	2181.	13.98	4901.	.167	10.72	82.4	1801.	11.42
25185.00	-4.34	87.8	2031.	13.14	3847.	.130	11.34	79.7	1670.	10.69
25186.00	-5.37	84.8	1885.	12.28	5172.	.176	12.03	76.8	1542.	9.93
25187.00	-4.46	81.9	1745.	11.46	4209.	.142	12.68	74.0	1420.	9.21
25188.00	-5.40	79.0	1608.	10.66	5426.	.186	13.32	71.2	1302.	8.52
25189.00	-5.21	75.8	1478.	9.80	5306.	.183	14.04	68.0	1188.	7.77
25190.00	-5.03	72.8	1353.	9.04	5189.	.176	14.68	65.1	1080.	7.12
25191.00	-5.03	69.7	1232.	8.28	5297.	.179	15.32	62.0	976.	6.46
25192.00	-5.35	66.7	1117.	7.58	5760.	.195	15.95	59.0	877.	5.87
25193.00	-5.29	63.5	1007.	6.88	5785.	.196	16.58	56.0	783.	5.27
25194.00	-5.41	60.4	903.	6.22	6020.	.202	17.18	52.9	694.	4.70
25195.00	-5.67	57.1	803.	5.56	6413.	.217	17.80	49.7	610.	4.15
25196.00	-4.97	54.0	710.	4.97	5659.	.189	18.34	46.6	532.	3.66
25197.00	-5.72	50.9	621.	4.42	6624.	.224	18.88	43.6	459.	3.20
25198.00	-5.75	47.4	538.	3.83	6735.	.228	19.43	40.2	390.	2.72
25199.00	-6.04	43.9	461.	3.29	7159.	.239	19.98	36.8	327.	2.28
25200.00	-5.09	40.4	390.	2.78	6074.	.209	20.43	33.3	269.	1.87
25200.62	-3.33	38.8	349.	2.57	4002.	.134	20.55	31.8	237.	1.70

TEST NO. 54C MARK III ANTISKID/SOMMERS TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
36000.LBS	35050.LBS	27.531 IN HG	21.3 C	7.4 KTS	225.0 DEG MAG

	-----	-----	-----	TEST DAY	-----	-----	-----	-----	----STANDARD DAY----		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE	
26895.25	-3.52	149.6	6609.	34.75	0.	0.000	0.03	141.5	6114.	31.90	
26896.25	-4.82	147.2	6358.	33.61	652.	.033	.06	139.0	5872.	30.80	
26897.25	-3.23	144.7	6113.	32.50	0.	0.000	.10	136.6	5637.	29.73	
26898.25	-4.97	142.3	5870.	31.43	1129.	.053	.21	134.2	5404.	28.70	
26899.25	-4.24	139.4	5632.	30.15	514.	.024	.42	131.3	5173.	27.47	
26900.25	-5.39	136.9	5398.	29.09	1926.	.090	.69	128.8	4949.	26.45	
26901.25	-5.00	133.6	5170.	27.71	1624.	.078	1.14	125.6	4728.	25.13	
26902.25	-4.28	131.0	4947.	26.63	1073.	.048	1.39	122.9	4514.	24.09	
26903.25	-4.70	128.4	4728.	25.59	1665.	.075	1.70	120.4	4304.	23.09	
26904.25	-4.01	125.6	4514.	24.49	1123.	.050	2.01	117.6	4099.	22.04	
26905.25	-4.18	123.3	4303.	23.57	1464.	.061	2.28	115.2	3899.	21.16	
26906.25	-4. 6	120.9	4097.	22.68	1890.	.080	2.60	112.9	3704.	20.31	
26907.25	- .11	117.7	3896.	21.49	2740.	.120	3.14	109.7	3510.	19.17	
26908.25	-4.33	115.1	3699.	20.55	2074.	.087	3.57	107.1	3324.	18.28	
26909.25	-4.39	112.7	3507.	19.72	2252.	.095	3.95	104.8	3143.	17.49	
26910.25	-4.76	109.9	3320.	18.70	2798.	.119	4.47	101.8	2965.	16.52	
26911.25	-4.72	107.1	3136.	17.79	2899.	.120	4.95	99.1	2791.	15.66	
26912.25	-4.47	104.3	2959.	16.89	2762.	.114	5.49	96.4	2624.	14.81	
26913.25	-5.47	101.2	2784.	15.89	3996.	.163	6.13	93.3	2459.	13.87	
26914.25	-5.24	98.1	2616.	14.92	3882.	.160	6.78	90.2	2299.	12.96	
26915.25	-5.08	94.7	2453.	13.92	3860.	.157	7.44	86.9	2144.	12.02	
26916.25	-4.40	92.4	2296.	13.25	3202.	.131	7.93	84.6	1999.	11.40	
26917.25	-4.86	89.3	2142.	12.37	3851.	.157	8.52	81.5	1855.	10.57	
26918.25	-4.59	86.7	1994.	11.66	3659.	.146	9.05	78.9	1717.	9.91	
26919.25	-4.84	83.9	1850.	10.93	4039.	.161	9.61	76.1	1585.	9.24	
26920.25	-4.51	81.1	1711.	10.20	3774.	.146	10.15	73.3	1456.	8.56	
26921.25	-5.36	78.2	1576.	9.49	4816.	.188	10.74	70.4	1332.	7.90	
26922.25	-5.44	74.9	1447.	8.70	5015.	.195	11.39	67.1	1213.	7.18	
26923.25	-4.65	71.8	1323.	7.99	4246.	.167	11.95	64.0	1099.	6.53	
26924.25	-5.08	69.1	1204.	7.41	4808.	.187	12.49	61.4	992.	6.00	
26925.25	-4.80	66.0	1090.	6.76	4614.	.177	13.02	58.3	889.	5.41	
26926.25	-5.68	63.1	981.	6.18	5650.	.219	13.57	55.4	791.	4.89	
26927.25	-5.40	59.5	878.	5.50	5440.	.211	14.15	51.9	698.	4.29	
26928.25	-5.30	56.6	779.	4.98	5411.	.209	14.66	49.0	611.	3.82	
26929.25	-4.96	53.4	687.	4.43	5128.	.193	15.15	45.8	530.	3.34	
26930.25	-5.20	50.5	599.	3.96	5463.	.202	15.60	42.9	454.	2.93	
26931.25	-4.80	47.5	516.	3.50	5092.	.190	16.02	39.9	384.	2.53	
26932.25	-5.33	44.6	439.	3.09	5719.	.220	16.44	37.0	319.	2.19	
26933.25	-5.55	41.3	366.	2.65	6029.	.227	16.87	33.8	258.	1.82	
26934.25	-6.03	38.0	299.	2.24	6602.	.255	17.28	30.4	204.	1.47	
26935.25	-6.32	34.3	238.	1.82	6989.	.263	17.69	26.7	154.	1.14	
26936.25	-6.17	30.5	184.	1.44	6881.	.259	18.06	23.0	112.	.84	
26937.25	-5.84	26.9	135.	1.12	6573.	.245	18.37	19.4	76.	.60	
26938.25	-4.29	23.6	92.	.87	4919.	.185	18.61	16.1	47.	.42	
26938.60	-3.05	22.9	79.	.81	3581.	.133	18.63	15.4	39.	.38	

TEST NO. 55A MARK III ANTISKID/SOMMERS TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	43200.LBS	27.528 IN HG	17.0 C	5.2 KTS	225.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
23028.34	-3.97	155.5	7225.	46.27	0.	0.000	0.00	148.3	6570.	41.86
22969.25	-4.58	153.1	6966.	44.80	218.	.011	.03	145.8	6348.	40.49
22970.25	-4.60	150.4	6732.	43.26	982.	.039	.19	143.2	6108.	39.04
22971.25	-4.51	147.6	6481.	41.65	1042.	.040	.48	140.4	5872.	37.54
22972.25	-4.54	145.1	6234.	40.27	1272.	.049	.73	138.0	5642.	36.25
22973.25	-4.61	142.3	5991.	38.72	1462.	.056	1.10	135.2	5415.	34.80
22974.25	-4.16	139.6	5754.	37.26	1104.	.041	1.41	132.5	5193.	33.44
22975.25	-4.50	137.3	5520.	36.03	1777.	.064	1.72	130.2	4976.	32.29
22976.25	-4.67	134.2	5291.	34.43	2184.	.076	2.25	127.2	4762.	30.81
22977.25	-4.67	131.7	5066.	33.15	2390.	.082	2.72	124.7	4553.	29.62
22978.25	-4.15	129.0	4847.	31.84	1844.	.063	3.18	122.1	4349.	28.40
22979.25	-4.16	126.7	4631.	30.70	2104.	.069	3.58	119.8	4149.	27.34
22980.25	-4.37	124.1	4419.	29.45	2520.	.081	4.10	117.3	3954.	26.18
22981.25	-4.43	121.5	4212.	28.23	2893.	.090	4.65	114.7	3761.	25.04
22982.25	-4.74	118.6	4009.	26.90	3471.	.107	5.36	111.8	3573.	23.81
22983.25	-4.21	116.0	3811.	25.72	2953.	.089	5.97	109.3	3390.	22.73
22984.25	-4.26	113.6	3618.	24.66	3106.	.096	6.55	106.9	3212.	21.74
22985.25	-4.71	110.8	3428.	23.47	3894.	.117	7.25	104.1	3037.	20.64
22986.25	-4.24	108.2	3243.	22.39	3399.	.101	7.89	101.6	2867.	19.65
22987.25	-4.51	105.6	3063.	21.34	3867.	.114	8.54	99.1	2701.	18.68
22988.25	-4.39	103.1	2887.	20.32	3849.	.113	9.20	96.6	2540.	17.75
22989.25	-5.28	100.3	2715.	19.23	5155.	.156	9.98	93.8	2382.	16.74
22990.25	-4.70	97.2	2549.	18.05	4524.	.133	10.80	90.7	2229.	15.66
22991.25	-4.45	94.5	2387.	17.08	4305.	.125	11.49	88.1	2082.	14.77
22992.25	-4.65	91.7	2230.	16.09	4686.	.136	12.21	85.3	1938.	13.87
22993.25	-4.65	88.9	2077.	15.12	4803.	.141	12.94	82.6	1799.	12.98
22994.25	-4.83	86.3	1929.	14.23	5126.	.153	13.66	80.0	1665.	12.17
22995.25	-5.07	83.3	1786.	13.28	5569.	.166	14.43	77.1	1536.	11.30
22996.25	-5.09	80.0	1648.	12.24	5726.	.168	15.24	73.8	1409.	10.36
22997.25	-4.84	77.5	1515.	11.50	5473.	.161	15.92	71.3	1291.	9.69
22998.25	-5.15	74.0	1387.	10.45	6010.	.175	16.72	67.8	1174.	8.76
22999.25	-4.56	71.6	1264.	9.82	5293.	.156	17.34	65.5	1065.	8.18
23000.25	-5.22	68.3	1146.	8.93	6277.	.165	18.06	62.3	959.	7.39
23001.25	-4.57	65.7	1033.	8.26	5494.	.159	18.70	59.7	859.	6.78
23062.04	-2.97	63.6	947.	7.73	3395.	.100	18.98	57.6	783.	6.31

TEST NO. 558 MARK III ANTISKID/SOMMERS TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	38350.LBS	27.530 IN HG	22.0 C	7.2 KTS	250.0 DEG MAG

	------	--------------	TEST DAY	------------	------------	------------	------------	----STANDARD	DAY----	
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBP	EBP	KTAS	DIST	KE
25105.86	-4.04	149.7	6575.	38.03	0.	0.000	0.00	139.8	5720.	32.87
25106.75	-3.89	147.9	6352.	37.15	0.	0.000	0.00	138.1	5521.	32.08
25107.75	-5.12	144.9	6105.	35.66	1565.	.067	.30	135.2	5297.	30.73
25108.75	-4.90	142.0	5863.	34.24	1488.	.063	.65	132.3	5078.	29.45
25109.75	-6.02	138.7	5625.	32.66	2993.	.127	1.24	129.1	4862.	28.03
25110.75	-4.80	135.5	5394.	31.15	1788.	.072	1.78	125.9	4652.	26.67
25111.75	-4.06	133.0	5167.	30.04	1053.	.042	2.02	123.5	4449.	25.67
25112.75	-3.33	130.7	4945.	29.01	331.	.013	2.17	121.3	4251.	24.75
25113.75	-4.46	128.7	4726.	28.13	1778.	.072	2.38	119.3	4056.	23.96
25114.75	-3.82	125.9	4511.	26.92	1238.	.048	2.75	116.6	3864.	22.87
25115.75	-4.91	123.9	4300.	26.05	2670.	.102	3.11	114.6	3677.	22.10
25116.75	-3.85	120.5	4095.	24.66	1562.	.061	3.63	111.4	3492.	20.86
25117.75	-5.23	118.5	3892.	23.85	3310.	.129	4.05	109.4	3313.	20.13
25118.75	-4.41	115.1	3695.	22.47	2550.	.094	4.72	106.0	3136.	18.91
25119.75	-4.39	113.0	3503.	21.66	2658.	.098	5.12	104.0	2966.	18.18
25120.75	-5.12	109.9	3314.	20.49	3688.	.136	5.78	100.9	2798.	17.14
25121.75	-4.60	107.2	3131.	19.52	3182.	.117	6.35	98.4	2636.	16.28
25122.75	-5.05	104.3	2953.	18.49	3845.	.142	7.00	95.6	2477.	15.36
25123.75	-4.89	101.5	2779.	17.48	3807.	.142	7.65	92.8	2324.	14.47
25124.75	-4.75	98.4	2611.	16.45	3752.	.139	8.30	89.8	2175.	13.57
25125.75	-4.36	95.7	2447.	15.55	3408.	.127	8.89	87.1	2031.	12.77
25126.75	-4.56	93.2	2287.	14.76	3811.	.137	9.44	84.7	1892.	12.08
25127.75	-4.79	90.3	2133.	13.84	4190.	.149	10.09	81.8	1756.	11.27
25128.75	-4.94	87.6	1982.	13.02	4475.	.160	10.72	79.2	1625.	10.55
25129.75	-5.09	84.6	1836.	12.15	4766.	.170	11.40	76.3	1499.	9.79
25130.75	-5.02	81.5	1698.	11.28	4805.	.168	12.07	73.3	1376.	9.03
25131.75	-5.21	78.3	1562.	10.40	5156.	.179	12.76	70.1	1258.	8.27
25132.75	-5.12	75.4	1432.	9.64	5145.	.181	13.42	67.3	1146.	7.61
25133.75	-4.77	72.3	1308.	8.87	4828.	.170	14.04	64.3	1039.	6.95
25134.75	-5.05	69.6	1188.	8.23	5242.	.185	14.63	61.7	938.	6.40
25135.75	-5.39	66.3	1074.	7.47	5758.	.200	15.28	58.5	840.	5.75
25136.75	-5.18	63.1	965.	6.77	5602.	.195	15.89	55.3	747.	5.15
25137.75	-5.51	60.0	860.	6.12	6085.	.209	16.49	52.3	659.	4.61
25138.75	-5.48	56.7	762.	5.46	6134.	.214	17.09	49.1	576.	4.05
25139.75	-5.08	53.7	669.	4.90	5740.	.197	17.62	46.2	499.	3.59
25140.75	-5.43	50.6	581.	4.35	6226.	.216	18.15	43.1	427.	3.13
25141.75	-5.80	47.2	498.	3.79	6744.	.233	18.68	39.8	359.	2.67
25142.75	-5.94	43.7	422.	3.24	6987.	.241	19.21	36.4	297.	2.23
25143.75	-6.45	40.0	350.	2.72	7674.	.259	19.72	32.8	239.	1.81
25144.75	-6.31	36.4	286.	2.25	7570.	.257	20.20	29.2	189.	1.44
25145.75	-6.05	32.3	228.	1.78	7324.	.249	20.63	25.3	143.	1.08
25146.75	-5.95	29.1	176.	1.44	7256.	.243	20.98	22.2	105.	.83
25147.75	-4.44	25.4	130.	1.09	5504.	.165	21.28	18.5	72.	.58
25148.00	-3.39	24.8	120.	1.04	4249.	.146	21.28	18.0	65.	.54

TEST NO. 55C MARK III ANTISKID/SOMMERS TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
34000.LBS	34400.LBS	27.532 IN HG	22.5 C	7.4 KTS	232.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
27182.70	-3.40	145.1	6080.	32.06	0.	0.000	0.00	134.2	5178.	27.09
27183.50	-3.62	143.8	5885.	31.49	0.	0.000	0.00	132.9	5007.	26.59
27184.50	-5.41	140.8	5644.	30.21	1500.	.079	.21	130.0	4793.	25.45
27185.50	-4.38	137.9	5409.	28.94	667.	.033	.46	127.1	4583.	24.32
27186.50	-5.18	135.6	5178.	28.00	1667.	.078	.66	124.9	4380.	23.49
27187.50	-4.92	132.2	4952.	26.60	1615.	.074	1.10	121.6	4177.	22.24
27188.50	-4.34	129.9	4732.	25.69	1135.	.051	1.30	119.4	3984.	21.44
27189.50	-5.15	126.6	4515.	24.40	2187.	.099	1.77	116.1	3790.	20.30
27190.50	-4.04	124.3	4304.	23.54	1117.	.050	2.01	113.9	3606.	19.54
27191.50	-4.81	121.1	4096.	22.32	2150.	.095	2.46	110.8	3421.	18.46
27192.50	-4.05	118.9	3894.	21.53	1471.	.062	2.75	108.7	3245.	17.77
27193.50	-3.60	116.3	3696.	20.59	1121.	.049	3.03	106.1	3071.	16.95
27194.50	-4.89	114.0	3500.	19.81	2634.	.111	3.39	103.9	2902.	16.26
27195.50	-4.58	111.1	3311.	18.80	2455.	.104	3.89	101.1	2736.	15.38
27196.50	-4.89	108.4	3125.	17.88	2925.	.124	4.38	98.4	2574.	14.57
27197.50	-4.82	105.5	2945.	16.96	2984.	.123	4.91	95.6	2416.	13.77
27198.50	-4.95	102.7	2769.	16.06	3267.	.135	5.46	92.9	2264.	12.98
27199.50	-4.67	99.6	2599.	15.11	3097.	.126	6.02	89.9	2115.	12.16
27200.50	-4.87	96.9	2433.	14.31	3442.	.140	6.55	87.3	1972.	11.47
27201.50	-5.49	93.7	2272.	13.38	4210.	.175	7.20	84.2	1832.	10.66
27202.50	-4.62	90.7	2116.	12.51	3418.	.143	7.78	81.2	1698.	9.91
27203.50	-5.44	87.7	1965.	11.72	4419.	.183	8.40	78.3	1568.	9.23
27204.50	-3.45	85.3	1820.	11.07	2386.	.097	8.83	75.9	1445.	8.67
27205.50	-5.62	82.5	1678.	10.35	4834.	.193	9.39	73.2	1324.	8.06
27206.50	-4.98	79.3	1542.	9.58	4251.	.170	10.00	70.1	1208.	7.40
27207.50	-5.16	76.4	1411.	8.89	4559.	.180	10.57	67.3	1097.	6.81
27208.50	-5.61	72.8	1284.	8.08	5154.	.207	11.22	63.8	990.	6.13
27209.50	-5.00	70.1	1163.	7.48	4602.	.179	11.76	61.1	889.	5.63
27210.50	-5.62	66.8	1048.	6.79	5362.	.210	12.35	57.9	793.	5.05
27211.50	-5.35	63.6	938.	6.16	5176.	.198	12.91	54.8	701.	4.52
27212.50	-5.38	60.4	833.	5.56	5296.	.204	13.46	51.7	615.	4.02
27213.50	-5.86	57.1	734.	4.96	5883.	.232	14.01	48.5	534.	3.53
27214.50	-5.66	53.5	640.	4.36	5776.	.218	14.55	45.0	457.	3.04
27215.50	-5.67	50.4	553.	3.87	5856.	.227	15.04	42.0	388.	2.65
27216.50	-6.18	46.8	471.	3.34	6475.	.252	15.55	38.5	323.	2.23
27217.50	-6.34	43.0	395.	2.82	6723.	.262	16.05	34.8	263.	1.82
27218.50	-5.71	39.4	326.	2.37	6117.	.238	16.48	31.3	209.	1.47
27219.50	-6.85	35.7	262.	1.94	7400.	.287	16.91	27.7	161.	1.15
27220.50	-6.27	31.8	205.	1.54	6845.	.262	17.31	23.9	119.	.86
27221.50	-6.44	28.0	154.	1.19	7077.	.274	17.65	20.1	83.	.61
27222.50	-7.03	24.1	110.	.89	7752.	.301	17.96	16.4	53.	.40
27223.50	-6.92	19.7	73.	.59	7681.	.297	18.24	12.1	29.	.22
27224.50	-4.35	16.5	43.	.41	4971.	.187	18.39	8.9	14.	.12
27224.55	-4.28	16.3	42.	.41	4900.	.183	18.39	8.8	13.	.12

TEST NO. 56A MARK II ANTISKID/SOMMERS TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	43250.LBS	27.551 IN HG	17.5 C	-5.0 KTS	185.0 DEG MAG

	----------TEST DAY						-----------	----STANDARD DAY----		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
23400.19	-4.41	159.5	9039.	48.73	0.	0.000	0.00	153.3	8329.	44.73
23401.00	-4.21	157.6	8822.	47.56	0.	0.000	0.00	151.4	8124.	43.63
23402.00	-4.58	154.8	8558.	45.90	0.	0.000	0.00	148.7	7874.	42.07
23403.00	-4.33	152.2	8299.	44.35	0.	0.000	0.00	146.1	7629.	40.61
23404.00	-4.44	149.7	8044.	42.90	746.	.029	.11	143.6	7389.	39.25
23405.00	-3.38	147.2	7794.	41.48	0.	0.000	.17	141.1	7153.	37.92
23406.00	-4.04	145.2	7547.	40.35	414.	.017	.19	139.1	6921.	36.85
23407.00	-3.14	142.9	7304.	39.12	0.	0.000	.23	137.0	6693.	35.70
23408.00	-4.11	141.1	7064.	38.10	851.	.032	.30	135.1	6469.	34.74
23409.00	-3.65	138.4	6828.	36.68	373.	.014	.50	132.5	6247.	33.41
23410.00	-3.46	136.6	6596.	35.72	296.	.011	.52	130.7	6030.	32.51
23411.00	-4.20	134.3	6368.	34.51	1404.	.051	.76	128.4	5815.	31.38
23412.00	-3.66	131.8	6143.	33.25	901.	.031	1.05	125.9	5605.	30.19
23413.00	-3.10	129.9	5923.	32.31	282.	.010	1.14	124.1	5399.	29.31
23414.00	-3.29	128.0	5705.	31.36	637.	.022	1.25	122.2	5196.	28.43
23415.00	-3.98	125.8	5490.	30.32	1724.	.058	1.54	120.1	4995.	27.45
23416.00	-2.75	123.8	5280.	29.36	377.	.012	1.73	118.1	4800.	26.56
23417.00	-4.00	121.8	5072.	28.42	2219.	.068	2.03	116.2	4606.	25.68
23418.00	-3.81	119.5	4869.	27.33	2131.	.065	2.50	113.8	4416.	24.66
23419.00	-3.05	117.3	4670.	26.35	1203.	.037	2.78	111.7	4230.	23.75
23420.00	-4.23	115.2	4472.	25.43	2946.	.087	3.25	109.6	4046.	22.89
23421.00	-3.82	113.2	4281.	24.55	2508.	.074	3.69	107.7	3869.	22.07
23422.00	-4.21	110.1	4092.	23.20	3185.	.098	4.35	104.6	3691.	20.81
23423.00	-3.11	108.4	3907.	22.50	1770.	.054	4.70	102.9	3521.	20.16
23424.00	-3.42	106.6	3726.	21.74	2314.	.069	5.06	101.1	3353.	19.46
23425.00	-4.25	104.1	3548.	20.77	3520.	.105	5.62	98.7	3188.	18.55
23426.00	-3.52	101.8	3374.	19.85	2672.	.080	6.14	96.4	3027.	17.70
23427.00	-2.91	99.7	3204.	19.03	1948.	.058	6.46	94.3	2870.	16.94
23427.04	-2.88	99.7	3197.	19.02	1914.	.057	6.46	94.3	2863.	16.93

TEST NO. 56C   MARK II ANTISKID/SOMMERS TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
36000.LBS	35200.LBS	27.565 IN HG	21.0 C	4.8 KTS	200.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD.	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
27442.23	-4.22	148.0	7353.	34.15	0.	0.000	0.00	142.7	7018.	32.45
27443.00	-4.50	146.1	7161.	33.26	179.	.009	.01	140.8	6831.	31.58
27444.00	-5.14	143.2	6917.	31.94	1051.	.052	.20	137.9	6590.	30.29
27445.00	-4.11	140.4	6678.	30.72	85.	.004	.32	135.1	6355.	29.10
27446.00	-4.37	138.0	6443.	29.69	537.	.026	.38	132.8	6125.	28.09
27447.00	-4.32	135.6	6212.	28.64	651.	.031	.51	130.3	5899.	27.06
27448.00	-3.87	132.9	5986.	27.51	321.	.015	.66	127.6	5677.	25.95
27449.00	-4.09	130.6	5763.	26.60	703.	.032	.75	125.4	5460.	25.06
27450.00	-4.07	128.1	5545.	25.57	859.	.038	.95	122.9	5246.	24.07
27451.00	-4.08	125.7	5331.	24.62	998.	.044	1.15	120.5	5037.	23.14
27452.00	-3.94	123.4	5121.	23.72	963.	.044	1.35	118.2	4832.	22.26
27453.00	-4.35	121.0	4915.	22.80	1546.	.069	1.62	115.8	4632.	21.37
27454.00	-3.99	118.3	4713.	21.81	1358.	.059	1.94	113.1	4434.	20.40
27455.00	-3.07	116.3	4515.	21.07	468.	.020	2.10	111.1	4243.	19.68
27456.00	-3.07	114.6	4320.	20.45	592.	.024	2.19	109.4	4055.	19.08
27457.00	-3.46	112.5	4129.	19.72	1152.	.047	2.38	107.4	3870.	18.38
27458.00	-3.60	110.4	3940.	19.01	1406.	.057	2.63	105.3	3688.	17.68
27459.00	-4.06	108.3	3755.	18.28	2028.	.082	2.95	103.2	3510.	16.98
27460.00	-3.87	105.9	3575.	17.49	1952.	.077	3.32	100.9	3336.	16.21
27461.00	-4.02	103.4	3398.	16.68	2235.	.090	3.71	98.4	3164.	15.43
27462.00	-2.82	101.7	3226.	16.12	1006.	.040	3.94	96.7	3000.	14.89
27463.00	-4.31	99.3	3056.	15.35	2772.	.108	4.33	94.2	2836.	14.15
27464.00	-3.78	97.2	2890.	14.72	2291.	.089	4.70	92.2	2677.	13.54
27465.00	-3.63	94.3	2729.	13.86	2299.	.085	5.13	89.3	2521.	12.71
27466.00	-3.83	92.8	2570.	13.42	2572.	.098	5.45	87.8	2370.	12.29
27467.00	-3.62	90.3	2417.	12.72	2449.	.092	5.86	85.4	2224.	11.61
27468.00	-4.65	87.6	2266.	11.95	3674.	.139	6.36	82.6	2078.	10.88
27469.00	-4.16	85.0	2120.	11.25	3247.	.123	6.87	80.0	1939.	10.21
27470.00	-2.82	82.9	1979.	10.70	1865.	.069	7.21	77.9	1805.	9.68
27471.00	-5.01	81.1	1840.	10.24	4311.	.166	7.63	76.1	1674.	9.24
27472.00	-4.45	77.6	1706.	9.39	3821.	.147	8.21	72.7	1545.	8.43
27473.00	-4.17	75.0	1576.	8.77	3611.	.134	8.71	70.1	1422.	7.84
27474.00	-2.46	74.1	1452.	8.56	1785.	.065	8.91	69.3	1308.	7.64
27475.00	-6.96	70.4	1329.	7.72	6814.	.254	9.57	65.5	1190.	6.84
27476.00	-3.40	67.3	1213.	7.06	3020.	.111	10.08	62.5	1080.	6.22
27477.00	-4.84	65.4	1100.	6.67	4649.	.174	10.49	60.6	976.	5.85
27478.00	-5.26	62.2	993.	6.02	5203.	.195	11.04	57.4	875.	5.24
27479.00	-3.89	59.4	891.	5.49	3779.	.140	11.47	54.6	779.	4.75
27480.00	-4.10	57.6	791.	5.17	4064.	.149	11.81	52.8	689.	4.45
27481.00	-6.70	54.1	697.	4.57	6987.	.263	12.38	49.4	601.	3.89
27482.00	-3.86	50.7	609.	4.01	3972.	.146	12.84	46.0	520.	3.37
27483.00	-4.07	49.1	525.	3.76	4226.	.160	13.14	44.4	446.	3.14
27483.58	-3.92	47.1	478.	3.46	4110.	.154	13.26	42.4	402.	2.87

TEST NO. 57A   MARK II ANTISKID/SOMMERS TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	43200.LBS	27.589 IN HG	18.3 C	4.9 KTS	195.0 DEG MAG

	----------TEST DAY----------							----STANDARD DAY----		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
23301.61	-4.18	157.8	8755.	47.65	71.	.002	.00	151.2	8033.	43.54
23302.50	-4.07	155.5	8520.	46.25	0.	0.000	.05	148.9	7811.	42.22
23303.50	-4.52	153.1	8259.	44.83	173.	.008	.06	146.6	7566.	40.90
23304.50	-4.02	150.5	8003.	43.29	0.	0.000	.06	144.0	7325.	39.45
23305.50	-4.32	147.9	7751.	41.85	0.	0.000	.07	141.5	7087.	38.10
23306.50	-3.73	145.6	7504.	40.56	0.	0.000	.07	139.2	6855.	36.89
23307.50	-4.27	143.2	7259.	39.20	766.	.032	.19	136.8	6625.	35.61
23308.50	-3.34	140.9	7020.	37.98	0.	0.000	.23	134.6	6401.	34.47
23309.50	-4.07	138.9	6784.	36.90	783.	.031	.30	132.6	6180.	33.46
23310.50	-3.86	136.3	6552.	35.51	755.	.029	.55	130.0	5962.	32.16
23311.50	-3.40	134.4	6323.	34.55	271.	.010	.60	128.1	5749.	31.26
23312.50	-3.45	132.2	6099.	33.45	450.	.017	.72	126.0	5539.	30.23
23313.50	-3.41	130.3	5877.	32.45	575.	.021	.82	124.1	5333.	29.30
23314.50	-4.27	127.9	5659.	31.28	1858.	.067	1.15	121.7	5129.	28.21
23315.50	-2.80	125.7	5445.	30.23	63.	.002	1.31	119.6	4930.	27.23
23316.50	-3.78	123.8	5234.	29.33	1443.	.052	1.49	117.7	4734.	26.38
23317.50	-3.26	121.8	5027.	28.36	960.	.034	1.74	115.7	4542.	25.48
23318.50	-3.54	119.8	4823.	27.47	1467.	.050	1.97	113.8	4353.	24.65
23319.50	-3.88	117.5	4623.	26.39	2094.	.072	2.37	111.5	4166.	23.65
23320.50	-3.94	115.5	4426.	25.53	2336.	.077	2.75	109.6	3984.	22.85
23321.50	-3.66	112.8	4234.	24.34	2203.	.071	3.26	106.9	3804.	21.74
23322.50	-3.68	110.9	4045.	23.52	2366.	.073	3.65	105.0	3630.	20.98
23323.50	-3.80	108.6	3860.	22.56	2662.	.082	4.14	102.7	3458.	20.09
23324.50	-3.32	106.4	3679.	21.67	2129.	.066	4.56	100.6	3291.	19.26
23325.50	-4.15	104.3	3500.	20.80	3358.	.102	5.06	98.5	3126.	18.46
23326.50	-4.05	101.9	3326.	19.84	3346.	.100	5.64	96.1	2965.	17.57
23327.50	-3.92	99.5	3156.	18.92	3281.	.100	6.20	93.7	2808.	16.72
23328.50	-3.89	97.3	2990.	18.10	3343.	.101	6.72	91.6	2655.	15.96
23329.50	-4.05	94.9	2828.	17.21	3656.	.112	7.30	89.2	2506.	15.14
23330.50	-2.72	92.7	2670.	16.44	1972.	.059	7.67	87.1	2361.	14.43
23330.56	-2.68	92.6	2561.	16.41	1917.	.058	7.67	87.0	2353.	14.41

TEST NO. 578 MARK II ANTISKID/SOMMERS TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	36300.LBS	27.590 IN HG	18.3 C	4.9 KTS	215.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
25465.50	-4.13	147.9	7674.	37.10	85.	.004	.01	140.7	6925.	33.32
25466.50	-4.35	145.4	7427.	35.83	483.	.021	.11	138.2	6695.	32.13
25467.50	-4.08	142.7	7184.	34.53	370.	.015	.23	135.6	6468.	30.93
25468.50	-4.34	140.2	6944.	33.34	799.	.034	.38	133.2	6245.	29.83
25469.50	-4.03	137.8	6710.	32.20	617.	.025	.55	130.8	6027.	28.77
25470.50	-3.48	135.4	6480.	31.09	126.	.005	.65	128.4	5814.	27.74
25471.50	-3.72	133.4	6253.	30.17	528.	.021	.70	126.4	5604.	26.89
25472.50	-3.85	131.0	6029.	29.08	839.	.032	.91	124.1	5397.	25.89
25473.50	-3.16	129.0	5810.	28.21	127.	.005	.98	122.1	5195.	25.08
25474.50	-3.50	127.1	5594.	27.40	643.	.025	1.07	120.3	4996.	24.33
25475.50	-3.35	125.0	5381.	26.50	618.	.023	1.21	118.2	4801.	23.50
25476.50	-3.52	123.0	5172.	25.64	905.	.035	1.38	116.2	4608.	22.71
25477.50	-3.85	120.8	4966.	24.75	1446.	.054	1.64	114.1	4418.	21.89
25478.50	-3.53	118.5	4764.	23.82	1205.	.045	1.93	111.8	4233.	21.03
25479.50	-3.15	116.7	4566.	23.09	875.	.032	2.09	110.0	4052.	20.36
25480.50	-3.93	114.4	4370.	22.20	1917.	.070	2.41	107.8	3872.	19.54
25481.50	-3.63	112.4	4179.	21.44	1647.	.062	2.71	105.8	3697.	18.84
25482.50	-3.56	110.0	3991.	20.51	1717.	.062	3.07	103.4	3524.	17.99
25483.50	-3.18	108.2	3807.	19.83	1358.	.048	3.32	101.6	3357.	17.37
25484.50	-3.52	106.1	3626.	19.09	1842.	.067	3.61	99.6	3192.	16.69
25485.50	-3.94	103.9	3449.	18.32	2457.	.090	4.01	97.5	3030.	15.98
25486.50	-3.34	101.7	3276.	17.54	1856.	.068	4.37	95.3	2873.	15.27
25487.50	-4.19	99.5	3106.	16.79	2987.	.105	4.80	93.1	2718.	14.59
25488.50	-3.83	97.0	2939.	15.94	2667.	.095	5.29	90.6	2566.	13.80
25489.50	-4.72	94.9	2778.	15.26	3830.	.136	5.78	88.5	2419.	13.18
25490.50	-4.25	91.7	2620.	14.27	3396.	.120	6.39	85.5	2275.	12.29
25491.50	-4.02	89.6	2467.	13.61	3226.	.112	6.85	83.4	2136.	11.69
25492.50	-4.04	87.1	2318.	12.87	3314.	.121	7.35	80.9	2001.	11.02
25493.50	-4.45	84.8	2173.	12.18	3923.	.139	7.87	78.6	1870.	10.39
25494.50	-4.65	81.8	2032.	11.34	4277.	.151	8.47	75.7	1742.	9.63
25495.50	-4.18	79.3	1896.	10.66	3808.	.135	9.00	73.2	1619.	9.02
25496.50	-4.52	76.8	1765.	10.00	4296.	.153	9.54	70.8	1501.	8.42
25497.50	-3.76	74.1	1638.	9.32	3480.	.125	10.03	68.1	1387.	7.81
25498.50	-4.12	71.9	1514.	8.77	4005.	.140	10.48	66.0	1277.	7.32
25499.50	-4.82	69.3	1394.	8.14	4925.	.172	11.03	63.4	1170.	6.76
25500.50	-4.64	66.3	1280.	7.46	4796.	.168	11.60	60.5	1067.	6.15
25501.50	-2.32	64.0	1170.	6.95	2109.	.074	11.93	58.2	971.	5.70
25501.60	-2.10	64.0	1160.	6.94	1894.	.065	11.93	58.1	962.	5.69

TEST NO. 57C MARK II ANTISKID/SOMMERS TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
34000.LBS	34550.LBS	27.593 IN HG	21.1 C	6.8 KTS	237.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
27582.10	-4.37	147.2	7699.	33.14	0.	0.000	0.00	137.1	6617.	28.28
27583.00	-4.16	144.9	7478.	32.11	0.	0.000	0.00	134.8	6417.	27.37
27584.00	-4.18	142.5	7235.	31.04	70.	.004	.00	132.5	6200.	26.41
27585.00	-4.56	139.9	6997.	29.92	643.	.032	.11	129.9	5986.	25.41
27586.00	-3.77	137.3	6763.	28.81	0.	0.000	.19	127.4	5776.	24.43
27587.00	-4.21	135.1	6533.	27.91	600.	.029	.25	125.3	5571.	23.62
27588.00	-4.21	132.4	6307.	26.81	778.	.036	.44	122.6	5368.	22.64
27589.00	-3.95	130.1	6086.	25.88	645.	.030	.58	120.4	5170.	21.81
27590.00	-3.25	127.9	5868.	25.03	0.	0.000	.65	118.3	4978.	21.06
27591.00	-4.05	125.8	5654.	24.22	1004.	.046	.77	116.3	4788.	20.34
27592.00	-3.59	123.3	5444.	23.24	644.	.029	1.00	113.7	4600.	19.47
27593.00	-3.70	121.1	5237.	22.44	896.	.040	1.15	111.7	4417.	18.77
27594.00	-3.42	119.0	5034.	21.67	730.	.032	1.31	109.6	4238.	18.09
27595.00	-3.96	117.0	4835.	20.95	1432.	.062	1.52	107.7	4063.	17.45
27596.00	-2.97	114.8	4640.	20.16	492.	.021	1.71	105.5	3890.	16.75
27597.00	-3.33	113.3	4447.	19.64	968.	.041	1.79	104.1	3724.	16.30
27598.00	-4.13	110.7	4258.	18.73	1939.	.083	2.16	101.5	3555.	15.49
27599.00	-3.09	108.8	4073.	18.10	918.	.039	2.36	99.6	3394.	14.95
27600.00	-3.69	106.7	3891.	17.42	1674.	.071	2.62	97.6	3235.	14.35
27601.00	-3.48	104.5	3713.	16.71	1551.	.066	2.90	95.5	3079.	13.72
27602.00	-3.66	102.5	3538.	16.08	1859.	.077	3.20	93.5	2926.	13.17
27603.00	-3.76	100.4	3367.	15.42	2058.	.085	3.54	91.5	2778.	12.59
27604.00	-3.30	98.2	3200.	14.75	1669.	.069	3.85	89.3	2632.	12.01
27605.00	-3.37	96.1	3036.	14.12	1846.	.076	4.15	87.3	2490.	11.46
27606.00	-3.91	94.1	2875.	13.55	2503.	.104	4.50	85.4	2351.	10.97
27607.00	-4.16	91.7	2718.	12.85	2865.	.120	4.94	83.0	2215.	10.36
27608.00	-3.87	89.1	2566.	12.15	2664.	.112	5.37	80.5	2082.	9.75
27609.00	-4.23	86.9	2417.	11.55	3157.	.127	5.80	78.3	1954.	9.22
27610.00	-4.12	84.2	2273.	10.85	3127.	.128	6.27	75.7	1828.	8.62
27611.00	-3.76	82.0	2132.	10.28	2841.	.113	6.68	73.5	1708.	8.14
27612.00	-3.22	80.0	1996.	9.80	2344.	.092	7.01	71.6	1592.	7.72
27613.00	-4.56	77.8	1862.	9.25	3853.	.153	7.44	69.4	1479.	7.25
27614.00	-3.67	75.0	1734.	8.59	2996.	.120	7.89	66.7	1368.	6.69
27615.00	-3.85	73.0	1609.	8.16	3251.	.129	8.26	64.8	1263.	6.32
27616.00	-3.82	70.6	1488.	7.63	3312.	.129	8.67	62.4	1161.	5.87
27617.00	-4.61	68.3	1370.	7.13	4227.	.169	9.10	60.1	1062.	5.45
27618.00	-4.16	65.5	1257.	6.56	3829.	.152	9.57	57.4	967.	4.96
27619.00	-4.72	63.0	1149.	6.07	4517.	.173	10.01	55.0	876.	4.55
27620.00	-3.97	60.3	1045.	5.56	3791.	.143	10.44	52.3	789.	4.12
27620.90	-2.63	58.4	955.	5.21	2405.	.091	10.65	50.5	716.	3.84

TEST NO. 58A MARK II ANTISKID/SOMMERS TIRES(WORN)/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	43500.LBS	27.543 IN HG	17.8 C	3.7 KTS	220.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
23889.00	-4.61	156.5	10282.	47.17	162.	.008	.01	150.0	9374.	42.85
23890.00	-4.25	153.4	10022.	45.33	0.	0.000	.11	147.0	9128.	41.14
23891.00	-4.09	151.1	9764.	43.98	0.	0.000	.11	144.7	8887.	39.88
23891.50	4.13	149.9	9637.	43.25	0.	0.000	.11	143.5	8768.	39.20
23893.00	-2.68	146.4	9262.	41.25	0.	0.000	.11	140.1	8418.	37.34
23894.00	-2.05	145.8	9017.	40.92	0.	0.000	.11	139.5	8193.	37.04
23895.00	-5.15	142.8	8772.	39.28	2334.	.082	.49	136.6	7963.	35.52
23896.00	-3.74	140.4	8533.	37.98	539.	.019	.73	134.3	7739.	34.31
23897.00	-3.45	138.3	8298.	36.81	257.	.009	.83	132.1	7520.	33.22
23898.00	-3.97	136.0	8066.	35.63	1118.	.039	1.01	129.9	7304.	32.13
23899.00	-3.08	133.9	7839.	34.54	65.	.002	1.12	127.9	7092.	31.12
23900.00	-3.80	132.1	7614.	33.62	1163.	.040	1.25	126.1	6884.	30.26
23901.00	-2.84	129.9	7394.	32.52	7.	.000	1.40	123.9	6679.	29.25
23902.00	-2.88	128.4	7176.	31.76	112.	.004	1.41	122.5	6478.	28.55
23903.25	-3.16	126.0	6907.	30.57	678.	.022	1.55	120.1	6229.	27.45
23904.25	-3.53	123.9	6696.	29.56	1316.	.042	1.79	118.0	6033.	26.51
23905.25	-2.92	121.8	6489.	28.57	571.	.019	2.00	116.0	5840.	25.59
23906.25	-2.29	120.6	6284.	28.01	0.	0.000	2.01	114.8	5653.	25.08
23907.25	-3.75	118.9	6082.	27.23	1901.	.061	2.22	113.1	5466.	24.36
23908.25	-2.87	116.7	5884.	26.23	919.	.028	2.50	111.0	5282.	23.44
23909.25	-3.20	114.9	5688.	25.42	1494.	.046	2.75	109.2	5101.	22.69
23910.25	-2.46	113.3	5495.	24.72	590.	.018	2.92	107.6	4925.	22.04
23911.25	-3.34	111.6	5305.	23.99	1893.	.057	3.18	106.0	4750.	21.37
23912.25	-3.37	109.7	5118.	23.16	2071.	.061	3.56	104.0	4577.	20.60
23913.25	-3.45	107.7	4935.	22.32	2296.	.067	3.94	102.1	4408.	19.84
23914.25	-2.21	105.8	4755.	21.55	723.	.021	4.21	100.2	4242.	19.12
23915.25	-2.83	105.0	4577.	21.23	1584.	.047	4.32	99.4	4082.	18.83
23916.25	-2.96	102.6	4402.	20.29	1886.	.054	4.72	97.1	3920.	17.96
23917.25	-2.39	101.2	4230.	19.73	1204.	.034	4.95	95.7	3763.	17.45
23918.25	-3.14	99.7	4061.	19.15	2281.	.066	5.24	94.3	3608.	16.92
23919.25	-3.12	97.4	3894.	18.26	2349.	.068	5.71	92.0	3454.	16.11
23920.25	-2.09	96.1	3731.	17.78	1032.	.029	5.91	90.7	3306.	15.66
23921.25	-3.67	94.5	3569.	17.21	3242.	.091	6.29	89.2	3159.	15.14
23922.25	-2.29	92.6	3412.	16.52	1441.	.041	6.64	87.3	3016.	14.51
23923.25	-3.59	90.9	3257.	15.91	3275.	.093	7.03	85.6	2874.	13.95
23924.25	-2.77	88.9	3105.	15.22	2245.	.065	7.45	83.7	2735.	13.32
23925.25	-2.91	87.4	2957.	14.72	2486.	.072	7.78	82.2	2601.	12.86
23926.25	-3.27	85.4	2811.	14.04	3051.	.089	8.21	80.2	2468.	12.24
23927.25	-3.27	83.9	2668.	13.54	3118.	.089	8.60	78.7	2339.	11.79
23928.25	-3.17	81.4	2528.	12.77	3076.	.088	9.11	76.3	2211.	11.08
23929.25	-.07	80.7	2392.	12.55	0.	0.000	9.18	75.6	2090.	10.89

TEST NO. 58B MARK II ANTISKID/SOMMERS TIRES(WORN)/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	38550.LBS	27.546 IN HG	20.0 C	2.6 KTS	247.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
25976.91	-4.94	145.8	8922.	36.30	873.	.042	.02	140.1	8141.	33.04
25977.75	-3.58	143.8	8717.	35.27	0.	0.000	.09	138.1	7950.	32.09
25978.75	-3.70	141.8	8477.	34.33	0.	0.000	.09	136.2	7727.	31.22
25979.75	-3.99	139.3	8239.	33.10	220.	.010	.14	133.7	7506.	30.08
25980.75	-3.49	137.5	8005.	32.24	0.	0.000	.14	131.9	7290.	29.29
25981.75	-3.64	135.2	7776.	31.20	81.	.003	.15	129.8	7077.	28.32
25982.75	-4.11	132.8	7549.	30.12	791.	.033	.28	127.4	6867.	27.32
25983.75	-3.54	130.6	7327.	29.11	263.	.011	.39	125.3	6661.	26.39
25984.75	-3.12	128.6	7109.	28.24	0.	0.000	.40	123.3	6459.	25.58
25985.75	-3.54	126.6	6892.	27.36	519.	.021	.46	121.4	6259.	24.78
25986.75	-3.28	124.7	6681.	26.54	356.	.014	.54	119.5	6064.	24.02
25987.75	-3.60	122.5	6472.	25.63	850.	.033	.70	117.4	5871.	23.18
25988.75	-3.09	120.6	6267.	24.82	344.	.013	.80	115.5	5682.	22.43
25989.75	-3.05	118.7	6065.	24.05	427.	.016	.89	113.6	5495.	21.72
25990.75	-3.55	117.0	5866.	23.35	1117.	.043	1.02	111.9	5311.	21.08
25991.75	-2.92	114.7	5671.	22.46	475.	.019	1.21	109.7	5131.	20.26
25992.75	-2.99	113.4	5478.	21.93	675.	.025	1.25	108.4	4954.	19.77
25993.75	-3.47	111.2	5289.	21.09	1345.	.051	1.50	106.3	4779.	19.00
25994.75	-2.74	109.5	5103.	20.45	558.	.021	1.65	104.6	4608.	18.41
25995.75	-2.50	107.8	4919.	19.83	382.	.014	1.74	103.0	4440.	17.84
25996.75	-3.61	106.2	4738.	19.24	1798.	.067	1.94	101.4	4274.	17.30
25997.75	-2.96	104.0	4561.	18.46	1146.	.041	2.23	99.3	4110.	16.58
25998.75	-2.65	102.6	4387.	17.95	827.	.030	2.36	97.9	3951.	16.11
25999.75	-2.93	100.9	4215.	17.38	1253.	.046	2.55	96.3	3794.	15.59
26000.75	-2.76	98.9	4046.	16.70	1144.	.042	2.79	94.3	3639.	14.96
26001.75	-3.01	97.7	3881.	16.29	1516.	.055	2.95	93.1	3488.	14.59
26002.75	-3.08	95.3	3718.	15.49	1698.	.061	3.29	90.7	3337.	13.85
26003.75	-2.49	94.2	3558.	15.13	1031.	.038	3.43	89.6	3192.	13.52
26004.75	-4.40	91.9	3400.	14.42	3449.	.122	3.87	87.5	3047.	12.87
26005.75	-.32	90.3	3249.	13.92	0.	0.000	4.02	85.9	2909.	12.41
26006.75	-3.89	89.3	3095.	13.62	2960.	.105	4.20	84.9	2770.	12.13
26007.75	-3.10	86.9	2947.	12.88	2114.	.075	4.63	82.5	2633.	11.46
26008.75	-2.90	85.4	2801.	12.44	1933.	.068	4.87	81.1	2501.	11.06
26009.75	-3.35	83.7	2658.	11.94	2540.	.088	5.20	79.4	2371.	10.61
26010.75	-3.29	81.4	2520.	11.32	2567.	.090	5.59	77.2	2244.	10.03
26011.75	-2.65	79.7	2384.	10.84	1874.	.065	5.87	75.5	2120.	9.60
26012.75	-3.60	77.8	2250.	10.33	3082.	.106	6.23	73.7	1998.	9.13
26013.75	-3.10	75.7	2121.	9.79	2577.	.087	6.59	71.7	1880.	8.64
26014.75	-3.45	74.0	1994.	9.34	3058.	.104	6.94	69.9	1766.	8.23
26015.75	-2.76	72.0	1871.	8.84	2302.	.078	7.26	68.0	1654.	7.77
26016.75	-3.68	70.3	1751.	8.43	3440.	.120	7.60	66.3	1545.	7.40
26017.75	-3.22	68.1	1634.	7.91	2982.	.102	7.99	64.2	1440.	6.93
26018.75	-3.42	66.3	1521.	7.50	3281.	.112	8.33	62.4	1337.	6.56
26019.75	-3.26	64.1	1411.	7.01	3173.	.106	8.70	60.3	1238.	6.12
26020.75	-3.85	62.2	1304.	6.60	3932.	.133	9.07	58.4	1141.	5.74
26021.75	-3.22	59.9	1201.	6.13	3260.	.106	9.44	56.2	1049.	5.32
26022.75	-3.49	57.9	1101.	5.72	3644.	.121	9.79	54.2	959.	4.95
26023.75	-2.69	56.2	1005.	5.39	2717.	.092	10.08	52.6	873.	4.65
26024.21	-2.62	55.4	962.	5.24	2649.	.091	10.13	51.8	834.	4.51

TEST NO. 58C MARK II ANTISKID/SOMMERS TIRES(WORN)/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
34000.LBS	34550.LBS	27.549 IN HG	22.8 C	2.9 KTS	240.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
27749.02	-3.95	138.2	7681.	29.21	0.	0.000	0.00	131.6	6870.	26.05
27750.00	-4.02	135.8	7454.	28.22	79.	.004	.01	129.3	6663.	25.15
27750.75	-3.84	134.1	7284.	27.52	0.	.000	.03	127.6	6507.	24.51
27751.75	-3.46	132.0	7059.	26.64	0.	0.000	.03	125.5	6303.	23.71
27752.75	-3.59	129.7	6838.	25.75	7.	.000	.03	123.3	6101.	22.90
27753.75	-4.41	127.7	6620.	24.94	1048.	.048	.13	121.4	5903.	22.17
27754.75	-3.73	124.8	6408.	23.82	492.	.022	.35	118.5	5708.	21.15
27755.75	-2.76	123.3	6198.	23.24	0.	0.000	.35	117.0	5519.	20.62
27756.75	-4.25	121.1	5991.	22.43	1274.	.057	.50	114.9	5330.	19.89
27757.75	-3.05	118.9	5790.	21.62	92.	.004	.61	112.8	5147.	19.15
27758.75	-3.32	117.1	5590.	20.96	500.	.022	.67	111.0	4966.	18.55
27759.75	-3.76	115.1	5395.	20.25	1088.	.048	.82	109.1	4788.	17.91
27760.75	-3.13	112.7	5203.	19.44	543.	.023	1.01	106.8	4614.	17.18
27761.75	-3.12	111.1	5013.	18.89	650.	.027	1.08	105.3	4443.	16.68
27762.75	-3.28	109.3	4827.	18.27	923.	.039	1.24	103.5	4275.	16.11
27763.75	-2.14	107.3	4645.	17.60	0.	0.000	1.32	101.5	4110.	15.51
27764.75	-4.90	105.5	4463.	17.02	2881.	.117	1.59	99.8	3945.	14.99
27765.75	-2.37	103.2	4289.	16.29	305.	.012	1.83	97.5	3787.	14.32
27766.75	-3.28	101.6	4115.	15.80	1353.	.054	1.96	96.0	3631.	13.88
27768.00	-3.36	99.4	3903.	15.10	1545.	.062	2.23	93.8	3440.	13.25
27769.00	-3.13	97.4	3738.	14.50	1397.	.056	2.48	91.9	3290.	12.71
27770.00	-3.06	95.4	3574.	13.91	1443.	.056	2.73	89.9	3143.	12.18
27771.00	-3.16	93.8	3414.	13.46	1626.	.064	2.95	88.4	2999.	11.77
27772.00	-2.74	92.2	3258.	12.99	1262.	.048	3.15	86.8	2859.	11.35
27773.00	-3.73	90.0	3104.	12.38	2418.	.093	3.48	84.7	2720.	10.79
27774.00	-3.38	88.0	2954.	11.84	2121.	.082	3.80	82.8	2585.	10.31
27775.00	-3.00	85.8	2807.	11.25	1822.	.069	4.12	80.6	2453.	9.78
27776.00	-3.73	84.1	2663.	10.82	2676.	.100	4.42	79.0	2325.	9.40
27777.00	-2.74	81.9	2523.	10.26	1701.	.064	4.73	76.9	2199.	8.89
27778.00	-2.82	80.3	2385.	9.85	1844.	.071	4.97	75.3	2076.	8.53
27779.00	-2.78	79.3	2251.	9.61	1845.	.069	5.19	74.3	1957.	8.31
27780.00	-4.04	76.8	2120.	9.02	3288.	.123	5.55	71.9	1839.	7.78
27781.00	-3.82	74.7	1992.	8.54	3125.	.117	5.92	69.9	1725.	7.36
27782.00	-2.57	72.7	1868.	8.08	1835.	.070	6.22	67.9	1614.	6.94
27783.00	-4.21	70.9	1746.	7.70	3660.	.140	6.56	66.2	1506.	6.60
27784.00	-3.54	68.5	1629.	7.17	3024.	.114	6.95	63.8	1401.	6.13
27785.00	-4.28	66.2	1515.	6.70	3892.	.146	7.36	61.6	1299.	5.71
27786.00	-2.08	64.2	1405.	6.31	1589.	.059	7.62	59.7	1203.	5.36
27787.00	-4.37	62.6	1297.	6.00	4117.	.146	7.93	58.1	1107.	5.09
27788.00	-3.77	60.1	1194.	5.53	3526.	.130	8.33	55.7	1016.	4.67
27789.00	-2.88	58.2	1095.	5.17	2620.	.098	8.61	53.8	929.	4.36
27790.00	-4.85	56.0	998.	4.80	4800.	.176	9.09	51.7	843.	4.03
27791.25	-3.57	52.4	884.	4.20	3508.	.131	9.47	48.2	742.	3.50
27792.50	-4.28	49.8	776.	3.80	4334.	.161	9.89	45.7	648.	3.14
27793.50	-4.21	47.3	694.	3.42	4315.	.161	10.23	43.3	576.	2.82
27794.50	-4.49	44.6	616.	3.05	4681.	.172	10.58	40.7	508.	2.49
27795.50	-4.20	42.1	543.	2.71	4427.	.161	10.99	38.2	444.	2.19
27796.75	-3.99	39.2	457.	2.35	4244.	.159	11.29	35.4	371.	1.88
27797.75	-5.33	36.2	392.	2.00	5732.	.219	11.63	32.4	314.	1.58
27798.75	-4.19	33.7	334.	1.74	4533.	.181	11.87	30.0	265.	1.36
27799.75	-5.41	30.7	280.	1.45	5897.	.230	12.17	27.2	218.	1.11
27800.75	-3.61	27.4	231.	1.15	4025.	.153	12.42	23.9	176.	.86
27801.07	-2.15	26.9	216.	1.11	2492.	.088	12.42	23.4	164.	.83

TEST NO. 59A MARK III ANTISKID/SOMMERS TIRES(WORN)/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	43350.LBS	27.509 IN HG	35.0 C	3.5 KTS	215.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
45589.84	-4.68	160.0	10418.	49.13	0.	0.000	0.00	149.5	9052.	42.55
45590.75	-3.97	157.4	10175.	47.54	0.	0.000	0.00	147.0	8834.	41.14
45591.75	-4.16	155.3	9911.	46.27	0.	0.000	0.00	145.0	8600.	40.02
45592.75	-3.99	152.6	9650.	44.68	0.	0.000	0.00	142.4	8368.	38.61
45593.75	-4.05	150.6	9395.	43.53	0.	0.000	0.00	140.5	8142.	37.59
45594.75	-3.70	147.9	9143.	42.00	0.	0.000	0.00	138.0	7917.	36.24
45595.75	-3.26	146.0	8895.	40.93	0.	0.000	0.00	136.2	7698.	35.30
45596.75	-3.59	144.2	8650.	39.90	255.	.009	.02	134.4	7482.	34.39
45597.75	-3.51	141.9	8409.	38.62	261.	.010	.14	132.2	7268.	33.26
45598.75	-4.14	139.8	8171.	37.52	1277.	.045	.31	130.2	7057.	32.28
45599.75	-2.96	137.3	7936.	36.20	0.	0.000	.50	127.9	6850.	31.12
45600.75	-3.29	135.8	7707.	35.37	404.	.014	.52	126.4	6647.	30.39
45601.75	-3.81	133.6	7479.	34.23	1186.	.042	.75	124.2	6446.	29.39
45602.75	-3.51	131.3	7256.	33.08	971.	.033	1.01	122.1	6248.	28.37
45603.75	-3.10	129.3	7036.	32.09	557.	.018	1.17	120.2	6054.	27.50
45604.75	-3.01	127.8	6819.	31.32	522.	.017	1.25	118.7	5864.	26.82
45605.75	-3.46	125.6	6606.	30.26	1283.	.042	1.52	116.6	5675.	25.89
45606.75	-2.60	123.7	6395.	29.38	251.	.008	1.67	114.9	5490.	25.11
45607.75	-3.53	121.5	6188.	28.32	1707.	.054	2.01	112.7	5306.	24.18
45608.75	-1.24	120.5	5984.	27.85	0.	0.000	2.06	111.7	5130.	23.77
45609.75	-4.60	118.3	5781.	26.87	3345.	.102	2.46	109.7	4951.	22.91
45610.75	-2.83	116.4	5584.	26.01	1075.	.033	2.81	107.9	4777.	22.15
45611.75	-2.90	114.8	5388.	25.29	1294.	.039	3.03	106.3	4606.	21.52
45612.75	-4.05	112.9	5196.	24.44	2945.	.089	3.45	104.5	4437.	20.77
45613.75	-2.84	110.3	5008.	23.35	1443.	.043	3.92	102.0	4271.	19.82
45614.75	-3.04	109.4	4823.	22.98	1792.	.052	4.07	101.2	4111.	19.50
45615.75	-3.26	106.6	4640.	21.62	2223.	.064	4.59	98.5	3949.	18.48
45616.75	-2.99	105.6	4461.	21.42	1899.	.055	4.83	97.6	3794.	18.13
45617.75	-3.29	103.5	4285.	20.55	2403.	.070	5.26	95.5	3640.	17.36
45618.75	-3.05	101.2	4113.	19.67	2162.	.064	5.70	93.4	3489.	16.60
45619.75	-3.44	99.5	3942.	19.00	2777.	.082	6.11	91.7	3340.	16.01
45620.75	-3.14	97.5	3776.	18.23	2470.	.071	6.50	89.8	3195.	15.34
45621.75	-2.89	95.8	3613.	17.61	2195.	.064	6.92	88.2	3054.	14.80
45622.75	-3.14	93.9	3453.	16.93	2605.	.077	7.32	86.4	2914.	14.21
45623.75	-2.84	92.2	3296.	16.31	2272.	.066	7.69	84.7	2778.	13.66
45624.75	-3.23	90.4	3142.	15.69	2874.	.083	8.09	83.0	2644.	13.13
45625.75	-3.10	88.5	2991.	15.03	2781.	.079	8.52	81.2	2513.	12.55
45626.75	-2.69	86.8	2843.	14.45	2356.	.066	8.90	79.6	2386.	12.05
45627.29	-2.12	85.9	2764.	14.16	1612.	.045	8.99	78.7	2318.	11.80

TEST NO. 61A   MARK II ANTISKID/SOMMERS TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	42900.LBS	27.590 IN HG	22.2 C	3.2 KTS	315.0 DEG MAG

	TEST DAY								STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
25014.14	-4.16	147.3	8826.	41.22	0.	0.000	0.00	144.8	8545.	39.92
25015.00	-4.36	145.1	8613.	39.97	0.	0.000	0.03	142.6	8340.	38.71
25016.00	-3.89	142.6	8370.	38.61	0.	0.000	0.00	140.2	8105.	37.39
25017.00	-3.46	140.5	8132.	37.51	0.	0.000	0.00	138.1	7874.	36.32
25018.00	-3.73	138.4	7896.	36.35	321.	.012	.02	136.0	7646.	35.20
25019.00	-3.99	135.9	7664.	35.10	762.	.030	.13	133.6	7422.	33.99
25020.00	-3.50	133.9	7437.	34.04	282.	.011	.27	131.6	7202.	32.96
25021.00	-3.16	131.9	7213.	33.05	0.	0.000	.29	129.7	6985.	32.01
25022.00	-3.73	129.9	6992.	32.03	901.	.032	.39	127.7	6771.	31.02
25023.00	-3.31	127.7	6774.	30.98	478.	.017	.54	125.6	6561.	30.01
25024.00	-3.18	125.8	6560.	30.06	457.	.016	.61	123.7	6353.	29.12
25025.00	-3.19	124.0	6349.	29.19	609.	.021	.74	121.9	6149.	28.27
25026.00	-3.60	122.2	6142.	28.36	1267.	.043	.91	120.1	5949.	27.47
25027.00	-3.17	119.7	5938.	27.22	841.	.028	1.18	117.7	5751.	26.37
25028.00	-3.14	118.3	5736.	26.56	904.	.030	1.29	116.3	5556.	25.73
25029.00	-2.74	116.4	5539.	25.72	569.	.018	1.45	114.4	5365.	24.92
25030.00	-2.25	114.7	5344.	25.01	110.	.003	1.51	112.8	5176.	24.22
25031.00	-2.95	112.5	5152.	24.05	1159.	.035	1.78	110.6	4991.	23.30
25032.00	-3.65	110.9	4963.	23.34	2175.	.067	2.06	109.0	4807.	22.62
25033.00	-2.98	109.1	4777.	22.62	1400.	.042	2.48	107.3	4628.	21.92
25034.00	-3.17	107.2	4595.	21.81	1743.	.053	2.79	105.4	4452.	21.13
25035.00	-2.78	105.5	4416.	21.15	1314.	.039	3.03	103.8	4278.	20.49
25036.00	-3.30	103.6	4239.	20.37	2104.	.063	3.38	101.8	4107.	19.73
25037.00	-3.12	101.8	4066.	19.69	1929.	.059	3.69	100.1	3939.	19.08
25038.00	-2.80	99.8	3895.	18.91	1616.	.048	4.04	98.1	3774.	18.32
25039.00	-3.02	98.4	3728.	18.39	1969.	.059	4.29	96.8	3612.	17.83
25040.00	-3.69	96.2	3564.	17.57	2954.	.089	4.73	94.6	3453.	17.02
25041.00	-2.57	94.4	3403.	16.93	1554.	.046	5.06	92.9	3298.	16.41
25042.00	-3.54	92.7	3245.	16.33	2930.	.086	5.42	91.2	3144.	15.83
25043.00	-3.09	90.6	3090.	15.60	2409.	.071	5.84	89.1	2995.	15.12
25044.00	-2.81	88.9	2938.	15.01	2113.	.063	6.17	87.4	2848.	14.55
25044.29	-2.58	88.4	2897.	14.85	1819.	.054	6.18	87.0	2808.	14.40

TEST NO. 618 MARK II ANTISKID/SOMMERS TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	38150.LBS	27.592 IN HG	23.9 C	1.5 KTS	145.0 DEG MAG

	---TEST DAY---							---STANDARD DAY---		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
27228.80	-3.69	144.7	8493.	35.37	0.	0.000	0.00	140.5	7987.	33.23
27229.75	-3.79	142.5	8263.	34.28	15.	.001	.01	138.4	7769.	32.20
27230.75	-3.17	140.6	8024.	33.37	0.	0.000	.01	136.5	7543.	31.35
27231.75	-3.57	138.6	7789.	32.45	13.	.000	.01	134.6	7321.	30.48
27232.75	-4.01	136.3	7557.	31.40	572.	.023	.11	132.4	7102.	29.48
27233.75	-3.40	133.9	7329.	30.27	0.	0.000	.21	130.0	6886.	28.42
27234.75	-3.74	132.1	7104.	29.46	244.	.011	.21	128.2	6674.	27.65
27235.75	-3.63	129.5	6883.	28.31	249.	.011	.35	125.7	6465.	26.56
27236.75	-3.46	127.8	6666.	27.60	194.	.008	.38	124.1	6261.	25.90
27237.75	-3.72	125.5	6453.	26.60	637.	.027	.55	121.8	6059.	24.95
27238.75	-3.89	123.2	6243.	25.63	1020.	.042	.68	119.6	5860.	24.04
27239.75	-3.49	121.1	6036.	24.75	672.	.028	.85	117.5	5666.	23.21
27240.75	-3.06	119.2	5834.	23.99	290.	.012	.93	115.6	5475.	22.49
27241.75	-3.14	117.3	5635.	23.22	630.	.024	1.03	113.8	5287.	21.77
27242.75	-4.01	115.2	5438.	22.40	1790.	.067	1.31	111.7	5101.	20.99
27243.75	-2.99	11[illegible].0	5246.	21.57	739.	.027	1.53	109.6	4920.	20.21
27244.75	-2.89	111.4	5056.	20.95	729.	.026	1.65	108.0	4741.	19.63
27245.75	-3.19	109.6	4870.	20.30	1159.	.042	1.82	106.3	4565.	19.01
27246.75	-3.49	107.5	4686.	19.53	1681.	.059	2.11	104.3	4392.	18.29
27247.75	-3.05	105.6	4507.	18.82	1250.	.044	2.37	102.3	4223.	17.61
27248.75	-3.42	103.9	4330.	18.22	1789.	.062	2.63	100.7	4056.	17.05
27249.75	-3.19	101.7	4157.	17.47	1608.	.056	2.93	98.6	3893.	16.34
27250.75	-3.48	99.9	3986.	16.85	2039.	.071	3.24	96.8	3732.	15.76
27251.75	-2.54	98.0	3820.	16.21	1021.	.035	3.46	94.9	3576.	15.16
27252.75	-3.95	96.1	3655.	15.60	2768.	.096	3.82	93.1	3421.	14.58
27253.75	-3.10	93.9	3495.	14.89	1869.	.064	4.18	90.9	3270.	13.91
27254.75	-3.04	92.2	3338.	14.35	1872.	.064	4.46	89.3	3122.	13.41
27255.75	-2.71	90.5	3184.	13.84	1542.	.053	4.71	87.7	2977.	12.93
27256.75	-2.90	88.9	3032.	13.34	1843.	.062	4.96	86.0	2835.	12.45
27257.75	-2.95	87.1	2884.	12.81	1965.	.067	5.25	84.3	2695.	11.96
27258.75	-3.25	85.3	2738.	12.29	2404.	.082	5.57	82.6	2558.	11.46
27259.75	-2.74	83.5	2596.	11.79	1871.	.063	5.86	80.8	2424.	10.99
27260.75	-3.46	81.7	2456.	11.26	2793.	.094	6.21	79.0	2293.	10.50
27261.75	-2.82	79.7	2320.	10.73	2110.	.072	6.54	77.1	2165.	10.00
27262.75	-2.26	78.2	2187.	10.33	1502.	.051	6.74	75.6	2040.	9.62
27262.85	-2.22	78.1	2174.	10.30	1466.	.049	6.74	75.5	2027.	9.59

TEST NO. 61C MARK II ANTISKID/SOMMERS TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
34000.LBS	34300.LBS	27.593 IN HG	23.9 C	1.7 KTS	180.0 DEG MAG

	---------TEST DAY---------							----STANDARD DAY----		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
29290.30	-4.45	143.8	7654.	31.41	0.	0.000	0.00	138.9	7035.	29.02
29291.25	-4.38	142.0	7411.	30.62	0.	0.000	0.00	137.1	6855.	28.28
29292.25	-4.90	138.9	7174.	29.28	740.	.040	.17	134.0	6633.	27.04
29293.25	-3.75	136.5	6942.	28.28	0.	0.000	.19	131.7	6417.	26.10
29294.25	-4.46	134.0	6713.	27.26	580.	.030	.25	129.3	6203.	25.15
29295.25	-4.34	131.4	6489.	26.21	633.	.032	.43	126.7	5994.	24.18
29296.25	-3.73	129.1	6270.	25.29	99.	.005	.49	124.5	5790.	23.32
29297.25	-4.19	126.7	6053.	24.38	777.	.037	.59	122.2	5588.	22.47
29298.25	-4.22	124.3	5842.	23.44	934.	.046	.73	119.8	5391.	21.60
29299.25	-3.42	122.1	5634.	22.64	224.	.011	.82	117.7	5197.	20.85
29300.25	-4.16	119.7	5430.	21.75	1150.	.055	1.01	115.3	5007.	20.02
29301.25	-3.18	117.9	5230.	21.09	222.	.010	1.07	113.6	4821.	19.41
29302.25	-4.28	115.4	5032.	20.21	1543.	.069	1.31	111.2	4637.	18.60
29303.25	-3.52	113.3	4840.	19.48	837.	.038	1.49	109.1	4458.	17.91
29304.25	-3.33	111.0	4651.	18.71	794.	.035	1.67	106.9	4282.	17.19
29305.25	-3.34	109.5	4465.	18.21	866.	.039	1.77	105.4	4110.	16.73
29306.25	-3.50	106.9	4282.	17.35	1208.	.053	2.03	102.9	3940.	15.94
29307.25	-3.28	105.4	4103.	16.85	1072.	.047	2.17	101.4	3774.	15.47
29308.25	-3.02	103.2	3927.	16.16	906.	.039	2.39	99.3	3610.	14.83
29309.25	-3.37	101.5	3755.	15.65	1358.	.059	2.55	97.7	3450.	14.35
29310.25	-2.95	99.4	3585.	15.00	1015.	.043	2.73	95.6	3293.	13.76
29311.25	-3.41	97.6	3419.	14.46	1590.	.068	3.01	93.8	3139.	13.25
29312.25	-3.53	95.4	3256.	13.82	1822.	.077	3.31	91.7	2987.	12.66
29313.25	-3.20	93.4	3097.	13.25	1555.	.066	3.58	89.8	2840.	12.13
29314.25	-3.47	91.5	2940.	12.70	1927.	.081	3.85	87.9	2695.	11.62
29315.25	-3.52	89.4	2788.	12.13	2068.	.088	4.19	85.8	2554.	11.09
29316.25	-3.44	87.2	2639.	11.54	2077.	.088	4.43	83.7	2416.	10.55
29317.25	-3.83	85.4	2493.	11.07	2561.	.108	4.73	81.9	2281.	10.11
29318.25	-3.95	82.6	2351.	10.37	2806.	.117	5.23	79.3	2149.	9.46
29319.25	-2.94	81.0	2213.	9.96	1789.	.076	5.48	77.7	2022.	9.08
29320.25	-3.52	78.7	2078.	9.42	2514.	.101	5.81	75.5	1897.	8.57
29321.25	-3.73	76.9	1947.	8.99	2791.	.116	6.13	73.7	1776.	8.18
29322.25	-3.31	74.5	1819.	8.43	2419.	.103	6.49	71.4	1658.	7.66
29323.25	-3.13	72.9	1695.	8.07	2300.	.094	6.73	69.8	1543.	7.33
29324.25	-3.83	70.7	1574.	7.58	3120.	.128	7.13	67.6	1431.	6.88
29325.25	-3.87	68.4	1456.	7.11	3252.	.128	7.48	65.4	1323.	6.44
29326.25	-3.86	66.1	1343.	6.63	3310.	.135	7.85	63.1	1219.	6.00
29327.25	-4.21	63.7	1233.	6.17	3749.	.153	8.24	60.8	1118.	5.57
29328.25	-3.28	61.4	1127.	5.72	2836.	.115	8.57	58.6	1021.	5.16
29382.45	-2.88	61.0	1107.	5.65	2420.	.098	8.57	58.2	1002.	5.09

TEST NO. 62A MARK II ANTISKID/DUNLOP TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	42900.LBS	27.489 IN HG	16.1 C	4.5 KTS	209.0 DEG MAG

	-----------------	---TEST DAY---	-----------------	-----------------	-----------------	-----------------	-----------------	----STANDARD DAY----		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
23984.50	-3.81	152.6	10484.	44.23	0.	*000	0.00	146.8	9771.	41.04
23985.50	-3.73	150.2	10228.	42.83	0.	*000	0.00	144.4	9524.	39.71
23986.50	-3.59	148.3	9976.	41.78	0.	*000	0.00	142.6	9283.	38.71
23987.50	-3.79	146.0	9728.	40.47	116.	.005	.04	140.3	9044.	37.46
23988.50	-3.62	143.9	9484.	39.33	67.	.003	.05	138.2	8810.	36.37
23989.50	-3.87	141.4	9242.	37.99	533.	.021	.19	135.8	8577.	35.09
23990.50	-3.33	139.5	9005.	36.95	0.	*000	.21	133.8	8350.	34.10
23991.50	-4.02	137.4	8771.	35.85	985.	.038	.33	131.8	8126.	33.05
23992.50	-3.14	135.0	8542.	34.61	0.	*000	.46	129.4	7905.	31.87
23993.50	-3.46	133.4	8315.	33.78	522.	.019	.49	127.8	7689.	31.08
23994.50	-3.55	131.1	8092.	32.65	803.	.028	.68	125.5	7475.	30.00
23995.50	-3.56	129.0	7872.	31.62	935.	.034	.85	123.5	7264.	29.03
23996.50	-3.23	127.1	7656.	30.66	630.	.022	1.01	121.5	7058.	28.12
23997.50	-3.20	125.2	7443.	29.78	709.	.025	1.14	119.7	6855.	27.28
23998.50	-3.05	123.3	7233.	28.88	630.	.022	1.28	117.8	6655.	26.43
23999.50	-3.02	121.7	7026.	28.11	758.	.025	1.40	116.2	6458.	25.70
24000.50	-3.29	119.8	6823.	27.25	1290.	.043	1.62	114.3	6264.	24.88
24001.50	-3.12	117.8	6622.	26.35	1210.	.039	1.88	112.4	6073.	24.03
24002.50	-2.65	116.2	6425.	25.64	687.	.022	2.04	110.8	5886.	23.36
24003.50	-2.73	114.7	6230.	25.00	874.	.027	2.17	109.3	5703.	22.75
24004.50	-2.98	112.8	6038.	24.18	1307.	.042	2.42	107.4	5520.	21.97
24005.50	-2.68	111.3	5849.	23.51	1010.	.032	2.62	105.9	5341.	21.34
24006.50	-2.78	109.6	5663.	22.79	1235.	.038	2.85	104.2	5165.	20.67
24007.50	-2.89	107.8	5479.	22.08	1486.	.046	3.11	102.5	4992.	19.99
24008.50	-2.44	106.2	5299.	21.43	954.	.030	3.32	100.9	4822.	19.38
24009.50	-2.79	104.7	5120.	20.83	1492.	.046	3.54	99.4	4654.	18.81
24010.50	-2.46	103.1	4945.	20.20	1155.	.035	3.78	97.8	4489.	18.22
24011.50	-2.46	101.8	4772.	19.68	1189.	.037	3.96	96.5	4327.	17.73
24012.50	-2.54	100.2	4602.	19.05	1388.	.042	4.21	94.9	4167.	17.14
24013.50	-2.42	98.7	4434.	18.52	1296.	.039	4.43	93.5	4010.	16.64
24014.50	-2.81	97.1	4268.	17.91	1885.	.058	4.72	91.9	3855.	16.06
24015.50	-2.44	95.6	4106.	17.37	1459.	.045	4.97	90.4	3703.	15.55
24016.50	-2.73	94.0	3945.	16.78	1917.	.059	5.26	88.8	3553.	15.01
24017.50	-2.31	92.6	3788.	16.29	1435.	.042	5.50	87.4	3407.	14.55
24018.50	-2.43	91.2	3633.	15.81	1648.	.050	5.73	86.0	3263.	14.09
24019.50	-2.61	89.7	3480.	15.28	1942.	.060	6.02	84.5	3120.	13.60
24020.50	-2.86	88.3	3330.	14.79	2353.	.070	6.32	83.1	2981.	13.15
24021.50	-3.04	86.3	3182.	14.14	2656.	.080	6.72	81.1	2843.	12.53
24022.50	-2.68	84.7	3038.	13.62	2243.	.067	7.05	79.6	2709.	12.05
24023.50	-2.88	83.1	2896.	13.13	2559.	.078	7.38	78.0	2578.	11.59
24024.50	-2.73	81.4	2758.	12.58	2438.	.073	7.73	76.3	2449.	11.08
24025.50	-2.43	79.8	2621.	12.09	2092.	.063	7.97	74.7	2323.	10.62

TEST NO. 628 MARK II ANTISKID/DUNLOP TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	38350.LBS	27.485 IN HG	17.1 C	3.2 KTS	218.0 DEG MAG

	----------TEST DAY						-----------	----STANDARD DAY		----
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
26296.16	-4.63	146.7	9493.	36.55	0.	0.000	0.00	141.1	8729.	33.50
26297.00	-3.89	144.5	9287.	35.44	0.	0.000	0.00	138.9	8534.	32.46
26298.00	-3.81	142.2	9045.	34.31	0.	0.000	0.00	136.6	8306.	31.40
26299.00	-3.99	140.0	8807.	33.27	0.	0.000	0.00	134.5	8082.	30.43
26300.00	-3.70	137.7	8573.	32.18	0.	0.000	0.00	132.2	7862.	29.40
26301.00	-4.04	135.4	8342.	31.14	252.	.013	.02	130.0	7644.	28.43
26302.00	-3.68	133.2	8115.	30.14	0.	0.000	.04	127.9	7432.	27.50
26303.00	-3.52	131.0	7893.	29.11	0.	0.000	.05	125.6	7222.	26.54
26304.00	-3.42	129.0	7673.	28.23	0.	0.300	.05	123.6	7016.	25.72
26305.00	-3.61	126.8	7457.	27.28	344.	.016	.12	121.5	6813.	24.83
26306.00	-3.51	124.8	7245.	26.44	343.	.016	.17	119.6	6614.	24.05
26307.00	-3.17	122.6	7036.	25.53	68.	.003	.24	117.4	6418.	23.20
26308.00	-3.14	121.0	6830.	24.85	174.	.008	.25	115.8	6226.	22.56
26309.00	-3.54	118.9	6628.	24.00	778.	.035	.39	113.8	6036.	21.77
26310.00	-2.41	117.1	6429.	23.27	0.	0.000	.43	112.0	5851.	21.09
26311.00	-3.61	115.4	6232.	22.60	1071.	.048	.53	110.3	5667.	20.46
26312.00	-3.05	113.3	6040.	21.78	521.	.023	.69	108.2	5486.	19.70
26313.00	-3.15	111.6	5850.	21.15	731.	.032	.79	106.6	5310.	19.12
26314.00	-3.07	109.8	5663.	20.45	764.	.033	.93	104.8	5136.	18.46
26315.00	-2.76	108.1	5479.	19.84	486.	.021	1.02	103.1	4965.	17.89
26316.00	-2.93	106.6	5298.	19.27	783.	.033	1.11	101.6	4797.	17.37
26317.00	-2.71	104.8	5120.	18.63	516.	.026	1.24	99.9	4631.	16.77
26318.00	-3.13	103.2	4944.	18.09	1197.	.050	1.38	98.4	4468.	16.27
26319.00	-2.71	101.2	4773.	17.39	814.	.033	1.58	96.4	4308.	15.62
26320.00	-2.92	99.7	4603.	16.88	1143.	.047	1.72	94.9	4151.	15.15
26321.00	-2.40	98.0	4436.	16.31	602.	.024	1.87	93.2	3996.	14.62
26322.00	-2.77	96.5	4271.	15.82	1132.	.045	2.02	91.8	3844.	14.17
26323.00	-2.40	95.0	4110.	15.31	751.	.031	2.17	90.2	3695.	13.69
26324.00	-2.41	93.8	3951.	14.92	830.	.033	2.27	89.0	3549.	13.34
26325.00	-3.20	91.8	3794.	14.30	1870.	.074	2.54	87.1	3403.	12.76
26326.00	-2.19	90.4	3641.	13.89	735.	.029	2.69	85.8	3263.	12.38
26327.00	-3.24	88.5	3489.	13.31	2080.	.080	2.96	83.9	3122.	11.84
26328.00	-2.33	86.9	3341.	12.83	1071.	.041	3.17	82.3	2986.	11.41
26329.00	-2.32	85.8	3196.	12.50	1347.	.046	3.31	81.2	2853.	11.09
26330.00	-2.67	84.1	3052.	12.00	1595.	.062	3.53	79.5	2721.	10.64
26331.00	-2.64	82.5	2911.	11.57	1626.	.062	3.76	78.0	2592.	10.24
26332.00	-2.43	81.2	2773.	11.19	1440.	.055	3.95	76.7	2466.	9.89
26333.00	-2.93	79.4	2638.	10.72	2122.	.078	4.22	75.0	2342.	9.45
26334.00	-2.54	78.0	2505.	10.32	1716.	.064	4.45	73.5	2220.	9.09
26335.00	-2.58	76.3	2374.	9.89	1822.	.069	4.69	71.9	2101.	8.70
26336.00	-2.72	74.9	2247.	9.53	2046.	.077	4.92	70.5	1985.	8.36
26337.00	-2.94	73.2	2122.	9.09	2372.	.088	5.21	68.8	1871.	7.96
26338.00	-2.74	71.5	2000.	8.67	2202.	.081	5.49	67.1	1760.	7.58
26339.00	-2.47	70.0	1881.	8.32	1941.	.070	5.72	65.7	1652.	7.26
26340.00	-2.81	68.4	1764.	7.94	2404.	.087	5.99	64.1	1546.	6.91
26340.61	-2.36	67.4	1694.	7.70	1911.	.068	6.08	63.1	1483.	6.70

TEST NO. 63A MARK II ANTISKID/DUNLOP TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
40000.LBS	40300.LBS	27.440 IN HG	15.0 C	7.4 KTS	200.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
24234.87	-4.10	152.4	10231.	41.45	0.	0.000	0.00	143.7	9084.	36.55
24235.75	-3.98	150.3	10006.	40.29	0.	0.000	0.00	141.5	8874.	35.48
24236.75	-3.91	148.0	9755.	39.07	0.	0.000	0.00	139.3	8638.	34.36
24237.75	-3.79	145.7	9507.	37.89	0.	0.000	0.00	137.1	8407.	33.26
24238.75	-4.10	143.3	9263.	36.63	472.	.021	.09	134.7	8179.	32.11
24239.75	-3.15	141.4	9023.	35.66	0.	0.000	.09	132.8	7957.	31.21
24240.75	-4.32	138.9	8786.	34.44	1050.	.045	.24	130.4	7735.	30.10
24241.75	-2.88	136.9	8554.	33.44	0.	0.000	.29	128.4	7520.	29.17
24242.75	-3.60	135.0	8324.	32.51	405.	.017	.32	126.5	7308.	28.32
24243.75	-3.63	132.8	8098.	31.48	587.	.024	.45	124.3	7098.	27.38
24244.75	-3.16	130.8	7875.	30.53	151.	.006	.51	122.4	6893.	26.51
24245.75	-3.44	129.0	7656.	29.68	605.	.024	.58	120.5	6691.	25.73
24246.75	-3.17	126.9	7440.	28.73	418.	.016	.71	118.5	6491.	24.86
24247.75	-3.04	125.2	7227.	27.96	368.	.014	.76	116.8	6297.	24.15
24248.75	-2.98	123.2	7018.	27.08	401.	.016	.87	114.8	6104.	23.35
24249.75	-3.39	121.6	6811.	26.36	1021.	.040	1.00	113.2	5915.	22.70
24250.75	-2.63	119.6	6608.	25.50	194.	.007	1.14	111.2	5728.	21.91
24251.75	-2.62	118.2	6407.	24.91	278.	.010	1.16	109.9	5547.	21.37
24252.75	-3.00	116.5	6209.	24.23	855.	.032	1.28	108.3	5367.	20.76
24253.75	-3.04	114.6	6014.	23.44	1001.	.037	1.49	106.4	5188.	20.03
24254.75	-2.79	112.9	5822.	22.76	759.	.028	1.64	104.7	5014.	19.42
24255.75	-2.15	111.3	5632.	22.11	60.	.002	1.71	103.1	4842.	18.82
24256.75	-3.15	110.1	5445.	21.62	1377.	.051	1.83	101.9	4675.	18.38
24257.75	-2.71	108.2	5262.	20.89	950.	.034	2.06	100.1	4508.	17.73
24258.75	-2.93	106.4	5080.	20.21	1300.	.047	2.27	98.3	4343.	17.11
24259.75	-2.37	105.0	4902.	19.65	853.	.028	2.43	96.8	4183.	16.60
24260.75	-2.48	103.5	4726.	19.10	893.	.032	2.58	95.4	4026.	16.11
24261.75	-2.51	102.2	4552.	18.62	992.	.035	2.7[illegible]	94.1	3871.	15.67
24262.75	-3.01	100.3	4381.	17.95	1690.	.061	2.93	92.2	3716.	15.06
24263.75	-1.96	99.0	4213.	17.50	450.	.016	3.12	91.0	3568.	14.66
24264.75	-2.68	97.7	4047.	17.03	1411.	.050	3.28	89.7	3421.	14.23
24265.75	-2.75	95.9	3884.	16.41	1566.	.057	3.55	87.9	3274.	13.69
24266.75	-2.49	94.5	3723.	15.93	1303.	.047	3.76	86.5	3132.	13.25
24267.75	-2.22	92.9	3565.	15.41	1051.	.037	3.96	85.0	2992.	12.79
24268.75	-2.02	91.8	3409.	15.03	850.	.030	4.07	83.8	2856.	12.44
24268.77	-2.01	91.8	3406.	15.02	831.	.030	4.07	83.8	2853.	12.44

TEST NO. 63B MARK II ANTISKID/DUNLOP TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
36000.LBS	36350.LBS	27.440 IN HG	17.9 C	9.4 KTS	195.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	USR	EBR	KTAS	DIST	KE
26615.10	-4.16	149.5	9368.	35.99	0.	0.000	0.00	138.5	8027.	30.57
26616.00	-3.85	147.4	9142.	34.96	0.	0.000	0.00	136.4	7821.	29.65
26617.00	-4.04	145.2	8895.	33.95	0.	0.000	0.00	134.3	7598.	28.74
26618.00	-3.83	142.6	8653.	32.74	0.	0.000	.02	131.7	7375.	27.66
26619.00	-3.93	140.4	8413.	31.71	150.	.007	.03	129.5	7158.	26.73
26620.00	-4.01	138.1	8178.	30.68	390.	.019	.10	127.3	6945.	25.81
26621.00	-3.75	135.7	7948.	29.65	247.	.012	.17	125.0	6735.	24.89
26622.00	-3.61	133.6	7720.	28.70	241.	.011	.22	122.8	6529.	24.04
26623.00	-3.43	131.7	7496.	27.90	145.	.007	.23	121.0	6329.	23.33
26624.00	-3.79	129.4	7276.	26.95	689.	.032	.36	118.8	6130.	22.48
26625.00	-3.39	127.2	7059.	26.03	400.	.018	.49	116.6	5934.	21.66
26626.00	-3.17	125.4	6847.	25.30	244.	.011	.52	114.8	5744.	21.01
26627.00	-3.30	123.1	6637.	24.39	550.	.023	.67	112.6	5554.	20.20
26628.00	-2.95	121.7	6430.	23.82	226.	.010	.69	111.2	5373.	19.70
26629.00	-3.60	119.6	6227.	23.00	1079.	.047	.87	109.1	5190.	18.97
26630.00	-3.00	117.6	6027.	22.26	538.	.023	1.01	107.2	5012.	18.31
26631.00	-3.40	115.8	5829.	21.57	1081.	.047	1.18	105.4	4838.	17.70
26632.00	-2.67	114.0	5636.	20.90	334.	.015	1.30	103.6	4667.	17.11
26633.00	-3.52	112.1	5445.	20.21	1423.	.059	1.50	101.8	4497.	16.50
26634.00	-2.30	110.2	5258.	19.55	146.	.006	1.64	99.9	4332.	15.92
26635.00	-2.98	109.0	5073.	19.12	966.	.040	1.71	98.8	4172.	15.54
26636.00	-3.32	106.7	4890.	18.32	1469.	.061	2.00	96.5	4009.	14.84
26637.00	-2.62	105.3	4712.	17.84	747.	.031	2.15	95.1	3855.	14.42
26638.00	-2.75	103.5	4536.	17.25	984.	.042	2.31	93.4	3701.	13.90
26639.00	-2.88	101.7	4362.	16.65	1224.	.051	2.54	91.6	3549.	13.38
26640.00	-2.07	100.3	4192.	16.18	369.	.015	2.66	90.2	3402.	12.96
26641.00	-2.76	98.8	4024.	15.70	1203.	.051	2.82	88.7	3257.	12.55
26642.00	-3.11	97.2	3858.	15.20	1690.	.067	3.06	87.2	3115.	12.11
26643.00	-2.36	95.4	3696.	14.65	923.	.038	3.29	85.4	2974.	11.62
26644.00	-2.44	94.2	3536.	14.28	1072.	.043	3.42	84.2	2839.	11.31
26645.00	-3.13	92.1	3378.	13.66	1943.	.077	3.73	82.2	2702.	10.77
26646.00	-2.30	90.7	3224.	13.24	1065.	.042	3.93	80.8	2571.	10.40
26647.00	-2.86	89.2	3072.	12.80	1755.	.070	4.16	79.3	2442.	10.03
26648.00	-2.54	87.4	2923.	12.29	1471.	.058	4.42	77.5	2314.	9.58
26649.00	-2.64	86.1	2777.	11.93	1629.	.064	4.62	76.3	2192.	9.27
26650.00	-2.56	84.3	2633.	11.44	1625.	.063	4.88	74.5	2070.	8.85
26651.00	-2.49	83.0	2492.	11.09	1590.	.062	5.08	73.3	1953.	8.56
26652.00	-2.86	81.4	2353.	10.66	2053.	.083	5.35	71.7	1836.	8.19
26653.00	-2.56	79.7	2217.	10.22	1795.	.069	5.61	70.0	1722.	7.81
26654.00	-2.49	78.3	2084.	9.86	1772.	.067	5.83	68.6	1613.	7.51
26654.80	-1.63	77.1	1979.	9.56	846.	.032	5.94	67.5	1526.	7.25

TEST NO. 64A MARK III ANTISKID/USAF TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	43250.LBS	27.515 IN HG	11.6 C	0.0 KTS	0.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
24859.96	-4.13	141.9	7192.	38.57	42.	.002	.00	141.2	7076.	37.95
24860.75	-3.21	140.2	7004.	37.64	0.	0.000	.00	139.5	6891.	37.03
24861.75	-3.82	138.4	6769.	36.65	370.	.014	.03	137.6	6660.	36.06
24862.75	-3.62	135.9	6538.	35.36	294.	.011	.15	135.2	6432.	34.79
24863.75	-3.64	133.9	6310.	34.31	478.	.018	.21	133.2	6208.	33.76
24864.75	-3.89	131.7	6085.	33.19	940.	.034	.38	131.0	5987.	32.65
24865.75	-4.02	129.4	5865.	32.05	1255.	.046	.61	128.7	5771.	31.53
24866.75	-4.13	126.8	5649.	30.78	1581.	.056	.95	126.1	5558.	30.29
24867.75	-3.62	124.7	5437.	29.78	1043.	.036	1.17	124.1	5349.	29.30
24868.75	-4.12	122.5	5226.	28.75	1858.	.064	1.48	121.9	5144.	28.29
24869.75	-3.91	120.0	5023.	27.56	1708.	.060	1.87	119.4	4942.	27.12
24870.75	-3.81	117.9	4823.	26.59	1806.	.060	2.18	117.2	4745.	26.16
24871.75	-4.23	115.4	4626.	25.48	2640.	.083	2.66	114.7	4551.	25.06
24872.75	-3.87	112.9	4433.	24.39	2295.	.072	3.14	112.3	4362.	24.00
24873.75	-4.04	110.7	4245.	23.45	2659.	.082	3.59	110.1	4176.	23.07
24874.75	-4.20	108.1	4060.	22.38	3000.	.096	4.13	107.6	3995.	22.02
24875.75	-3.95	105.7	3880.	21.39	2802.	.086	4.67	105.1	3817.	21.04
24876.75	-4.19	103.4	3703.	20.49	3242.	.099	5.18	102.9	3643.	20.16
24877.75	-3.94	100.9	3531.	19.48	3026.	.093	5.74	100.3	3474.	19.16
24878.75	-3.81	98.6	3362.	18.60	2972.	.092	6.24	98.1	3308.	18.30
24879.75	-4.07	96.4	3198.	17.74	3419.	.106	6.75	95.9	3146.	17.50
24880.75	-3.56	94.0	3038.	16.92	2849.	.086	7.26	93.5	2989.	16.64
24881.75	-3.74	91.8	2881.	16.12	3191.	.096	7.75	91.3	2834.	15.86
24882.75	-3.81	89.7	2728.	15.40	3369.	.103	8.23	89.2	2684.	15.15
24883.75	-3.81	87.1	2578.	14.53	3479.	.106	8.78	86.7	2537.	14.30
24884.75	-3.94	85.2	2433.	13.89	3746.	.112	9.27	84.7	2393.	13.66
24885.75	-3.99	82.6	2291.	13.06	3915.	.118	9.84	82.1	2254.	12.85
24886.75	-3.57	80.5	2154.	12.42	3429.	.104	10.30	80.1	2119.	12.22
24887.75	-4.13	78.2	2020.	11.70	4270.	.129	10.84	77.8	1987.	11.51
24888.75	-3.95	75.8	1890.	10.99	4111.	.126	11.39	75.4	1859.	10.81
24889.75	-3.66	73.5	1764.	10.36	3812.	.115	11.87	73.2	1736.	10.19
24890.75	-4.45	71.0	1642.	9.64	4962.	.151	12.44	70.6	1615.	9.49
24891.75	-3.44	68.8	1524.	9.06	3687.	.111	12.92	68.4	1500.	8.91
24892.75	-4.42	66.3	1410.	8.43	5079.	.153	13.44	66.0	1387.	8.29
24893.75	-3.82	63.9	1300.	7.81	4349.	.132	13.95	63.6	1279.	7.69
24894.75	-4.22	61.4	1194.	7.21	4975.	.148	14.46	61.1	1175.	7.10
24895.75	-3.67	59.3	1092.	6.72	4295.	.129	14.90	59.0	1075.	6.62
24896.75	-4.68	56.7	994.	6.15	5714.	.176	15.41	56.4	978.	6.05
24897.75	-4.43	54.0	901.	5.58	5466.	.164	15.93	53.7	887.	5.49
24898.75	-4.46	51.2	812.	5.03	5580.	.167	16.42	51.0	799.	4.94
24899.75	-3.74	48.9	728.	4.58	4667.	.140	16.83	48.7	716.	4.51
24900.75	-4.80	46.4	647.	4.12	6156.	.185	17.27	46.2	636.	4.06
24901.75	-3.59	43.8	571.	3.68	4594.	.137	17.67	43.6	562.	3.62
24902.75	-4.44	41.6	499.	3.32	5782.	.173	18.04	41.4	491.	3.26
24903.75	-4.22	38.9	431.	2.90	5549.	.164	18.43	38.7	424.	2.85
24904.75	-3.92	36.6	368.	2.56	5186.	.155	18.76	36.4	362.	2.52
24905.75	-4.14	33.9	308.	2.21	5537.	.164	19.08	33.8	303.	2.17
24906.75	-4.56	31.7	252.	1.92	6135.	.185	19.39	31.5	248.	1.89
24907.75	-4.78	28.6	201.	1.57	6485.	.194	19.72	28.4	198.	1.54
24908.75	-4.44	26.1	155.	1.31	6065.	.182	19.99	26.0	152.	1.29
24909.75	-4.81	23.2	113.	1.03	6603.	.199	20.26	23.1	111.	1.02
24910.75	-2.31	20.8	77.	.83	3296.	.095	20.41	20.7	75.	.81

TEST NO. 64B MARK III ANTISKID/USAF TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	38150.LBS	27.515 IN HG	16.7 C	0.0 KTS	0.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UHR	EBR	KTAS	DIST	KE
27266.96	-3.99	132.7	6008.	29.73	459.	.021	.00	130.9	5829.	28.85
27267.75	-3.92	130.8	5832.	28.91	503.	.022	.12	129.1	5658.	28.05
27268.75	-3.71	128.6	5613.	27.91	412.	.018	.21	126.9	5446.	27.08
27269.75	-3.85	126.3	5398.	26.93	714.	.030	.35	124.6	5237.	26.13
27270.75	-3.60	124.2	5187.	26.03	561.	.023	.47	122.5	5032.	25.26
27271.75	-4.11	121.8	4979.	25.07	1297.	.053	.68	120.2	4830.	24.32
27272.75	-4.37	119.4	4775.	24.08	1768.	.072	1.00	117.8	4633.	23.36
27273.75	-4.04	116.8	4576.	23.05	1526.	.062	1.33	115.3	4440.	22.36
27274.75	-4.07	114.4	4381.	22.11	1716.	.069	1.64	112.9	4250.	21.45
27275.75	-4.55	111.9	4189.	21.16	2460.	.098	2.05	110.5	4064.	20.53
27276.75	-3.99	109.4	4003.	20.20	1925.	.076	2.45	107.9	3884.	19.59
27277.75	-4.25	107.0	3820.	19.33	2358.	.093	2.84	105.6	3706.	18.76
27278.75	-4.22	104.5	3642.	18.44	2457.	.098	3.26	103.1	3533.	17.89
27279.75	-4.57	101.8	3468.	17.50	3034.	.116	3.77	100.5	3364.	16.98
27280.75	-3.87	99.4	3298.	16.67	2318.	.088	4.19	98.1	3200.	16.18
27281.75	-4.21	96.9	3132.	15.86	2835.	.108	4.63	95.6	3039.	15.38
27282.75	-3.89	94.6	2971.	15.10	2564.	.099	5.05	93.3	2882.	14.65
27283.75	-4.60	92.0	2813.	14.30	3536.	.133	5.55	90.8	2729.	13.88
27284.75	-4.09	89.6	2660.	13.55	3045.	.114	6.03	88.4	2581.	13.14
27285.75	-4.59	86.8	2511.	12.72	3754.	.141	6.56	85.6	2436.	12.34
27286.75	-4.03	84.4	2367.	12.02	3191.	.120	7.04	83.3	2296.	11.66
27287.75	-3.86	82.0	2226.	11.37	3094.	.113	7.47	81.0	2160.	11.03
27288.75	-4.35	79.6	2090.	10.71	3767.	.137	7.95	78.6	2027.	10.39
27289.75	-3.99	77.1	1958.	10.04	3451.	.124	8.43	76.1	1900.	9.74
27290.75	-3.90	74.7	1830.	9.42	3427.	.126	8.87	73.7	1775.	9.14
27291.75	-3.44	72.4	1706.	8.86	2971.	.106	9.26	71.5	1655.	8.60
27292.75	-3.97	70.4	1585.	8.36	3666.	.133	9.66	69.4	1537.	8.11
27293.75	-4.02	68.1	1468.	7.83	3806.	.140	10.09	67.2	1424.	7.60
27294.75	-4.22	65.4	1355.	7.23	4144.	.148	10.56	64.6	1315.	7.01
27295.75	-4.09	63.2	1247.	6.75	4066.	.144	10.97	62.4	1209.	6.55
27296.75	-4.63	60.4	1142.	6.17	4789.	.171	11.46	59.6	1108.	5.98
27297.75	-3.65	58.0	1042.	5.69	3705.	.130	11.86	57.3	1011.	5.52
27298.75	-3.54	55.8	946.	5.26	3635.	.129	12.21	55.1	918.	5.10
27299.75	-4.87	53.7	853.	4.86	5268.	.188	12.62	53.0	828.	4.72
27300.75	-4.53	50.4	766.	4.29	4959.	.176	13.09	49.7	743.	4.16
27301.75	-4.48	48.0	682.	3.88	4964.	.175	13.48	47.3	662.	3.77
27302.75	-4.14	45.3	604.	3.47	4617.	.165	13.86	44.7	586.	3.37
27303.75	-4.69	42.9	529.	3.11	5336.	.187	14.22	42.3	513.	3.02
27304.75	-4.30	40.0	460.	2.70	4931.	.176	14.59	39.5	446.	2.62
27305.75	-4.67	37.6	394.	2.39	5428.	.190	14.91	37.1	382.	2.32
27306.75	-4.71	34.6	333.	2.03	5532.	.195	15.25	34.2	323.	1.97
27307.75	-5.10	31.8	277.	1.71	6050.	.212	15.57	31.4	269.	1.66
27308.75	-5.14	28.6	226.	1.38	6149.	.217	15.87	28.2	219.	1.34
27309.75	-5.05	25.7	180.	1.12	6080.	.218	16.15	25.4	175.	1.09
27310.75	-4.68	22.7	139.	.87	5692.	.201	16.38	22.4	135.	.85
27311.75	-2.97	20.2	103.	.69	3703.	.129	16.53	20.0	100.	.67
27311.91	-2.52	20.0	98.	.68	3205.	.104	16.53	19.7	95.	.66

TEST NO. 64C   MARK III ANTISKID/USAF TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
34000.LBS	34350.LBS	27.515 IN HG	19.4 C	0.0 KTS	0.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
29362.90	-4.11	127.1	5654.	24.55	331.	.019	.01	124.4	5367.	23.30
29363.75	-4.01	124.9	5474.	23.73	375.	.021	.10	122.3	5195.	22.52
29364.75	-4.09	122.4	5264.	22.79	603.	.033	.21	119.9	4997.	21.63
29365.75	-3.86	120.2	5059.	21.98	512.	.027	.31	117.7	4802.	20.86
29366.75	-3.43	118.0	4859.	21.17	190.	.010	.38	115.6	4612.	20.10
29367.75	-3.82	115.9	4661.	20.44	724.	.037	.47	113.5	4424.	19.40
29368.75	-3.69	113.6	4468.	19.62	727.	.036	.62	111.2	4241.	18.62
29369.75	-3.65	111.4	4278.	18.88	811.	.040	.77	109.1	4060.	17.92
29370.75	-4.29	109.1	4091.	18.12	1630.	.081	1.01	106.9	3883.	17.19
29371.75	-4.28	106.6	3909.	17.27	1780.	.087	1.32	104.4	3710.	16.39
29372.75	-4.04	104.1	3731.	16.47	1661.	.080	1.63	101.9	3542.	15.63
29373.75	-4.19	101.8	3557.	15.77	1941.	.093	1.92	99.7	3377.	14.97
29374.75	-4.31	99.2	3388.	14.97	2206.	.104	2.28	97.2	3216.	14.21
29375.75	-4.11	96.6	3223.	14.18	2134.	.100	2.66	94.6	3059.	13.46
29376.75	-3.15	94.5	3061.	13.58	1200.	.056	2.89	92.6	2906.	12.89
29377.75	-3.65	92.6	2903.	13.04	1846.	.083	3.13	90.7	2756.	12.38
29378.75	-4.24	90.4	2749.	12.42	2576.	.118	3.47	88.5	2609.	11.78
29379.75	-4.06	87.6	2599.	11.66	2510.	.115	3.89	85.8	2467.	11.07
29380.75	-3.41	85.7	2453.	11.16	1913.	.086	4.16	83.9	2328.	10.59
29381.75	-4.54	83.1	2310.	10.50	3229.	.144	4.57	81.4	2192.	9.96
29382.75	-3.92	80.7	2172.	9.91	2661.	.119	4.96	79.1	2062.	9.41
29383.75	-4.26	78.2	2038.	9.29	3136.	.141	5.36	76.5	1934.	8.82
29384.75	-4.00	75.8	1908.	8.73	2962.	.129	5.75	74.2	1811.	8.29
29385.75	-3.87	73.6	1782.	8.23	2909.	.126	6.11	72.1	1691.	7.81
29386.75	-4.47	71.0	1660.	7.66	3658.	.155	6.53	69.5	1575.	7.27
29387.75	-3.68	68.6	1542.	7.16	2904.	.122	6.89	67.2	1464.	6.80
29388.75	-4.24	66.0	1428.	6.62	3595.	.151	7.29	64.6	1356.	6.29
29389.75	-3.38	64.1	1318.	6.25	2740.	.115	7.59	62.8	1251.	5.93
29390.75	-4.19	61.9	1212.	5.82	3667.	.158	7.94	60.6	1151.	5.52
29391.75	-4.80	59.1	1110.	5.32	4419.	.186	8.37	57.9	1053.	5.05
29392.75	-3.63	56.5	1013.	4.85	3251.	.136	8.73	55.3	961.	4.60
29393.75	-4.08	54.4	919.	4.50	3796.	.158	9.05	53.3	872.	4.27
29394.75	-4.07	51.7	829.	4.07	3872.	.156	9.41	50.7	787.	3.86
29395.75	-3.89	49.6	744.	3.74	3722.	.157	9.72	48.5	706.	3.55
29396.75	-4.17	47.0	662.	3.36	4104.	.166	10.05	46.1	629.	3.19
29397.75	-3.78	44.7	585.	3.04	3750.	.151	10.35	43.8	555.	2.89
29398.75	-3.90	42.6	512.	2.75	3924.	.160	10.62	41.7	486.	2.61
29399.75	-4.65	39.8	442.	2.40	4789.	.195	10.94	38.9	419.	2.28
29400.75	-4.32	37.1	377.	2.10	4494.	.183	11.24	36.4	357.	1.99
29401.75	-3.99	34.8	316.	1.84	4199.	.167	11.49	34.1	300.	1.75
29402.75	-4.97	32.1	259.	1.57	5295.	.212	11.76	31.4	246.	1.49
29403.75	-4.39	29.1	208.	1.29	4727.	.191	12.02	28.5	197.	1.22
29404.75	-4.24	26.7	161.	1.09	4626.	.177	12.23	26.2	152.	1.03
29405.75	-4.72	23.9	118.	.87	5175.	.202	12.44	23.4	112.	.83
29406.75	-2.50	21.5	80.	.70	2831.	.113	12.58	21.1	76.	.67
29406.95	-1.88	21.3	73.	.69	2174.	.087	12.58	20.9	69.	.65

TEST NO. 65A MARK III ANTISKID/STANDARD TIRES/WET RUNWAY(WATER ONLY)

STAND WGT	TEST WGT	PRESS	TEMP	WIND VEL	WIND DIREC
43000.LBS	42500.LBS	27.534 IN HG	10.6 C	0.0 KTS	0.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
24125.95	-4.33	147.5	7356.	40.95	0.	0.000	0.00	148.4	7526.	41.90
24126.75	-4.19	145.6	7158.	39.86	0.	0.000	0.00	146.4	7324.	40.79
24127.75	-3.79	143.1	6915.	38.52	0.	0.000	0.00	143.9	7075.	39.41
24128.75	-4.53	140.8	6674.	37.29	383.	.019	.02	141.6	6829.	38.16
24129.75	-3.46	138.3	6440.	35.97	0.	0.000	.03	139.0	6589.	36.80
24130.75	-4.43	136.2	6207.	34.88	1289.	.046	.22	136.9	6351.	35.69
24131.75	-4.07	133.5	5980.	33.53	955.	.034	.49	134.3	6119.	34.31
24132.75	-4.31	131.2	5757.	32.37	1440.	.051	.74	131.9	5893.	33.12
24133.75	-3.92	128.5	5538.	31.07	1105.	.039	1.05	129.2	5666.	31.79
24134.75	-4.45	126.4	5322.	30.04	1945.	.068	1.33	127.1	5446.	30.74
24135.75	-4.54	123.2	5112.	28.57	2252.	.077	1.87	123.9	5230.	29.23
24136.75	-3.92	121.0	4905.	27.55	1683.	.056	2.20	121.7	5019.	28.19
24137.75	-4.01	118.5	4703.	26.43	2063.	.065	2.60	119.2	4812.	27.05
24138.75	-4.34	116.3	4505.	25.43	2645.	.081	3.04	116.9	4609.	26.02
24139.75	-3.94	113.8	4311.	24.37	2274.	.068	3.51	114.5	4411.	24.94
24140.75	-3.75	111.5	4121.	23.37	2152.	.066	3.91	112.1	4217.	23.91
24141.75	-4.74	109.1	3935.	22.40	3576.	.111	4.45	109.7	4026.	22.92
24142.75	-3.84	106.3	3753.	21.26	2523.	.079	5.03	106.9	3840.	21.75
24143.75	-3.88	104.4	3575.	20.49	2710.	.081	5.44	105.0	3658.	20.97
24144.75	-4.28	101.7	3401.	19.44	3350.	.103	6.02	102.2	3480.	19.89
24145.75	-4.15	99.0	3232.	18.46	3320.	.100	6.60	99.6	3307.	18.89
24146.75	-4.33	96.6	3066.	17.56	3682.	.110	7.17	97.1	3138.	17.96
24147.75	-4.11	94.1	2905.	16.65	3491.	.106	7.75	94.6	2973.	17.03
24148.75	-4.34	91.6	2748.	15.79	3905.	.118	8.33	92.1	2812.	16.16
24149.75	-3.53	89.4	2596.	15.05	2949.	.087	8.81	89.9	2656.	15.40
24150.75	-4.28	87.0	2446.	14.23	4039.	.120	9.36	87.5	2503.	14.56
24151.75	-4.48	84.6	2301.	13.47	4394.	.131	9.95	85.1	2355.	13.78
24152.75	-3.64	82.1	2162.	12.69	3389.	.101	10.49	82.6	2212.	12.99
24153.75	-3.84	79.7	2025.	11.94	3750.	.112	11.00	80.1	2072.	12.22
24154.75	-3.68	77.8	1892.	11.39	3608.	.108	11.44	78.2	1935.	11.65
24155.75	-4.41	75.2	1762.	10.65	4676.	.137	12.01	75.7	1803.	10.90
24156.75	-3.65	72.9	1638.	9.99	3756.	.111	12.51	73.3	1676.	10.22
24157.75	-4.73	70.6	1516.	9.37	5254.	.158	13.05	71.0	1551.	9.58
24158.75	-4.83	67.8	1400.	8.64	5485.	.163	13.67	68.2	1432.	8.85
24159.75	-4.45	64.8	1288.	7.90	5075.	.153	14.27	65.2	1318.	8.08
24160.75	-3.78	62.4	1181.	7.33	4272.	.127	14.75	62.8	1208.	7.50
24161.75	-4.26	60.1	1077.	6.80	4970.	.150	15.22	60.4	1102.	6.96
24162.75	-4.85	57.4	978.	6.20	5822.	.177	15.76	57.7	1001.	6.34
24163.75	-4.39	54.5	883.	5.59	5306.	.158	16.29	54.8	904.	5.72
24164.75	-3.21	52.5	793.	5.18	3804.	.113	16.66	52.8	812.	5.30
24165.75	-4.95	50.2	707.	4.74	6156.	.184	17.13	50.5	723.	4.85
24166.75	-4.98	46.9	625.	4.14	6286.	.185	17.62	47.2	639.	4.24
24167.75	-5.51	44.1	547.	3.66	7048.	.210	18.11	44.3	560.	3.74
24168.75	-4.97	40.7	476.	3.12	6410.	.191	18.59	40.9	487.	3.19
24169.75	-4.52	38.1	409.	2.73	5998.	.180	18.98	38.3	419.	2.80
24170.75	-4.95	35.2	347.	2.34	6498.	.192	19.37	35.4	355.	2.39
24171.75	-4.43	32.4	290.	1.97	5860.	.174	19.71	32.6	297.	2.02
24172.75	-4.03	30.0	237.	1.70	5368.	.161	19.99	30.2	243.	1.74
24173.75	-5.35	27.3	189.	1.40	7149.	.218	20.30	27.4	193.	1.43
24174.75	-5.13	24.1	145.	1.09	6916.	.207	20.60	24.2	148.	1.11
24175.75	-4.74	21.1	107.	.83	6459.	.186	20.85	21.2	109.	.85
24176.55	-1.88	19.3	80.	.70	2708.	.078	20.93	19.4	82.	.72

TEST NO. 658 MARK III ANTISKID/STANDARD TIRES/WET RUNWAY(WATER ONLY)

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	38500.LBS	27.535 IN HG	12.4 C	0.0 KTS	0.0 DEG MAG

	-----TEST DAY-----							----STANDARD DAY----		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
25951.66	-3.96	142.0	6441.	34.39	0.	0.000	0.00	140.6	6232.	33.28
25952.50	-4.58	139.9	6240.	33.37	537.	.026	.05	138.5	6039.	32.29
25953.50	-4.05	137.3	6007.	32.13	157.	.007	.15	135.9	5812.	31.09
25954.50	-3.46	135.1	5777.	31.10	0.	0.000	.15	133.7	5590.	30.09
25955.50	-3.99	133.1	5550.	30.17	325.	.014	.16	131.7	5371.	29.20
25956.50	-4.20	130.4	5328.	28.99	754.	.032	.33	129.1	5156.	28.06
25957.50	-4.28	128.0	5110.	27.94	1026.	.043	.52	126.8	4945.	27.04
25958.50	-4.04	125.5	4896.	26.83	903.	.037	.73	124.2	4738.	25.96
25959.50	-4.36	123.0	4686.	25.79	1449.	.059	.93	121.8	4535.	24.96
25960.50	-3.88	120.6	4481.	24.78	1051.	.043	1.23	119.4	4336.	23.98
25961.50	-4.89	118.1	4279.	23.79	2612.	.096	1.60	117.0	4141.	23.02
25962.50	-4.72	115.0	4083.	22.53	2662.	.094	2.19	113.8	3951.	21.80
25963.50	-4.95	112.5	3891.	21.55	3076.	.108	2.68	111.3	3765.	20.86
25964.50	-4.49	109.3	3704.	20.36	2698.	.093	3.26	108.2	3584.	19.70
25965.50	-4.06	106.9	3521.	19.49	2303.	.081	3.67	105.9	3407.	18.86
25966.50	-4.44	104.6	3343.	18.66	2653.	.103	4.11	103.6	3234.	18.06
25967.50	-4.99	101.3	3168.	17.50	3703.	.127	4.79	100.3	3066.	16.93
25968.50	-4.20	99.1	2999.	16.75	2861.	.099	5.23	98.2	2902.	16.21
25969.50	-4.33	96.3	2834.	15.79	3146.	.108	5.75	95.3	2743.	15.28
25970.50	-4.33	94.0	2673.	15.07	3251.	.114	6.23	93.1	2587.	14.58
25971.50	-3.55	91.6	2518.	14.29	2442.	.083	6.67	90.7	2436.	13.83
25972.50	-4.11	89.5	2365.	13.66	3217.	.106	7.07	88.6	2288.	13.22
25973.50	-4.84	86.6	2216.	12.79	4197.	.144	7.67	85.8	2144.	12.38
25974.50	-4.42	84.0	2072.	12.02	3797.	.129	8.22	83.2	2005.	11.63
25975.50	-4.06	81.4	1932.	11.29	3469.	.119	8.72	80.6	1870.	10.92
25976.50	-4.42	79.0	1796.	10.63	3995.	.136	9.23	78.2	1738.	10.28
25977.50	-4.46	76.4	1666.	9.95	4150.	.138	9.75	75.7	1612.	9.63
25978.50	-4.28	73.5	1539.	9.20	4041.	.135	10.29	72.8	1489.	8.90
25979.50	-4.29	71.5	1416.	8.72	4104.	.142	10.73	70.8	1371.	8.44
25980.50	-4.48	68.3	1298.	7.95	4451.	.151	11.29	67.6	1256.	7.69
25981.50	-4.36	66.3	1185.	7.48	4385.	.145	11.75	65.6	1146.	7.24
25982.50	-4.30	63.4	1076.	6.84	4044.	.135	12.23	62.7	1041.	6.62
25983.50	-5.15	61.0	970.	6.34	5490.	.185	12.71	60.4	939.	6.13
25984.50	-4.38	57.9	870.	5.71	4670.	.153	13.22	57.3	842.	5.53
25985.50	-4.92	55.6	774.	5.28	5370.	.180	13.68	55.1	749.	5.10
25986.50	-4.93	52.4	684.	4.67	5481.	.180	14.18	51.9	662.	4.52
25987.50	-4.95	49.4	597.	4.15	5575.	.186	14.66	48.9	578.	4.02
25988.50	-5.09	46.7	516.	3.71	5618.	.190	15.10	46.2	500.	3.59
25989.50	-5.93	43.2	441.	3.17	6885.	.235	15.60	42.7	427.	3.07
25990.50	-4.95	39.9	371.	2.71	5799.	.191	16.03	39.5	359.	2.62
25991.50	-5.45	36.9	306.	2.32	6459.	.212	16.42	36.6	296.	2.25
25992.50	-5.87	33.5	246.	1.92	7012.	.238	16.81	33.2	238.	1.85
25993.50	-5.80	30.1	193.	1.54	6983.	.240	17.18	29.8	187.	1.49
25994.50	-5.27	26.5	145.	1.20	6404.	.220	17.53	26.3	140.	1.16
25995.16	-2.82	24.8	117.	1.05	3499.	.120	17.59	24.5	113.	1.01

TEST NO. 65C MARK III ANTISKID/STANDARD TIRES/WET RUNWAY(WATER ONLY)

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
34000.LBS	34500.LBS	27.535 IN HG	14.3 C	0.0 KTS	0.0 DEG MAG

			---TEST DAY---					---STANDARD DAY---		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
27707.06	-4.27	132.6	5748.	26.83	249.	.012	.01	130.7	5508.	25.72
27708.00	-3.85	130.3	5539.	25.93	0.	0.000	.03	128.5	5308.	24.85
27709.00	-3.84	128.0	5321.	25.01	78.	.004	.04	126.2	5100.	23.97
27710.00	-4.08	125.8	5107.	24.19	480.	.023	.09	124.1	4894.	23.16
27711.00	-3.76	123.3	4897.	23.22	290.	.014	.19	121.6	4693.	22.25
27712.00	-4.01	121.0	4691.	22.37	727.	.034	.29	119.4	4495.	21.44
27713.00	-3.87	118.6	4488.	21.50	708.	.033	.44	117.0	4301.	20.60
27714.00	-4.89	116.2	4290.	20.63	1971.	.091	.71	114.6	4111.	19.77
27715.00	-4.09	113.3	4097.	19.62	1398.	.059	1.06	111.8	3926.	18.80
27716.00	-3.99	111.0	3907.	18.83	1465.	.059	1.31	109.5	3744.	18.04
27717.00	-4.62	108.6	3722.	18.02	2262.	.092	1.65	107.1	3566.	17.27
27718.00	-4.70	105.5	3541.	17.01	2529.	.102	2.13	104.1	3393.	16.30
27719.00	-4.53	103.2	3364.	16.27	2497.	.099	2.52	101.8	3224.	15.59
27720.00	-4.53	100.2	3193.	15.34	2545.	.104	2.99	98.8	3060.	14.70
27721.00	-4.31	97.7	3025.	14.57	2539.	.099	3.41	96.3	2899.	13.97
27722.00	-4.18	95.4	2863.	13.90	2508.	.097	3.83	94.1	2743.	13.32
27723.00	-3.94	92.9	2704.	13.18	2366.	.090	4.18	91.6	2592.	12.63
27724.00	-4.50	90.4	2550.	12.47	3067.	.120	4.61	89.1	2443.	11.95
27725.00	-3.95	87.7	2399.	11.75	2598.	.101	5.04	86.5	2299.	11.26
27726.00	-4.57	85.5	2253.	11.18	3468.	.130	5.45	84.4	2159.	10.72
27727.00	-4.14	82.4	2112.	10.38	3015.	.116	5.97	81.3	2024.	9.95
27728.00	-4.39	80.2	1974.	9.82	3383.	.129	6.38	79.1	1892.	9.41
27729.00	-4.47	77.4	1841.	9.14	3562.	.138	6.86	76.3	1764.	8.76
27730.00	-4.47	74.8	1712.	8.53	3656.	.143	7.32	73.7	1641.	8.18
27731.00	-4.17	72.4	1588.	8.01	3414.	.135	7.74	71.4	1522.	7.67
27732.00	-4.50	69.7	1469.	7.42	3865.	.152	8.15	68.7	1407.	7.11
27733.00	-3.42	67.3	1354.	6.93	2808.	.105	8.56	66.4	1297.	6.64
27734.00	-4.17	65.0	1241.	6.45	3698.	.135	8.93	64.1	1190.	6.18
27735.00	-4.44	62.5	1133.	5.97	4045.	.154	9.34	61.6	1086.	5.72
27736.00	-4.23	59.9	1030.	5.48	3908.	.147	9.75	59.1	987.	5.26
27737.00	-3.35	57.5	931.	5.06	3663.	.141	10.11	56.7	892.	4.85
27738.00	-4.52	55.2	836.	4.65	4358.	.161	10.49	54.4	801.	4.46
27739.00	-5.00	52.2	745.	4.16	4951.	.185	10.92	51.5	714.	3.99
27740.00	-4.88	49.3	660.	3.71	4892.	.184	11.33	48.6	632.	3.56
27741.00	-4.43	46.6	579.	3.32	4467.	.172	11.70	46.0	555.	3.18
27742.00	-5.43	43.6	502.	2.90	5612.	.216	12.09	43.0	481.	2.78
27743.00	-4.75	40.6	432.	2.52	4961.	.185	12.45	40.0	414.	2.41
27744.00	-5.30	37.8	366.	2.18	5598.	.214	12.83	37.3	350.	2.09
27745.00	-5.57	34.1	304.	1.78	5964.	.225	13.15	33.7	292.	1.70
27746.00	-4.53	31.5	250.	1.52	4895.	.184	13.44	31.1	239.	1.46
27747.00	-5.17	28.4	199.	1.23	5635.	.212	13.71	28.0	190.	1.18
27748.00	-6.20	25.0	153.	.96	6790.	.256	13.99	24.7	146.	.92
27749.00	-4.41	21.8	114.	.72	4928.	.180	14.21	21.5	109.	.69
27750.00	-2.21	19.8	79.	.60	2585.	.097	14.32	19.5	76.	.57
27750.21	-1.74	19.5	72.	.58	2091.	.077	14.32	19.2	69.	.56

TEST NO. 67A MARK II ANTISKID/STANDARD TIRES(WORN)/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	43260.LBS	27.590 IN HG	14.4 C	6.7 KTS	190.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
24392.20	-3.96	157.5	10768.	47.44	0.	0.000	0.00	150.6	9857.	43.19
24393.00	-3.69	155.6	10557.	46.29	0.	0.000	0.00	148.7	9656.	42.11
24394.00	-4.23	153.3	10296.	44.96	0.	0.000	0.00	146.5	9407.	40.85
24395.00	-3.68	150.9	10039.	43.53	0.	0.000	.01	144.1	9162.	39.50
24396.00	-3.64	148.9	9786.	42.38	0.	0.000	.01	142.1	8923.	38.42
24397.00	-4.08	146.5	9537.	41.04	392.	.017	.05	139.7	8685.	37.16
24398.00	-3.85	144.1	9291.	39.69	335.	.014	.17	137.3	8451.	35.89
24399.00	-3.45	142.2	9050.	38.65	0.	0.000	.17	135.4	8224.	34.91
24400.00	-3.86	139.8	8812.	37.37	694.	.026	.31	133.1	7997.	33.70
24401.00	-3.57	137.7	8578.	36.29	421.	.016	.41	131.0	7775.	32.68
24402.00	-3.25	135.6	8348.	35.15	137.	.005	.49	128.9	7557.	31.62
24403.00	-3.35	133.7	8120.	34.21	400.	.014	.52	127.1	7343.	30.73
24404.00	-3.53	131.6	7896.	33.12	738.	.027	.69	124.9	7131.	29.72
24405.00	-3.25	129.6	7676.	32.12	577.	.020	.82	123.0	6923.	28.78
24406.00	-3.07	127.9	7459.	31.27	446.	.015	.89	121.3	6720.	27.99
24407.00	-3.50	125.8	7244.	30.27	1127.	.040	1.09	119.2	6517.	27.05
24408.00	-3.32	124.0	7034.	29.42	1027.	.035	1.27	117.4	6320.	26.25
24409.00	-2.78	122.0	6826.	28.46	488.	.017	1.44	115.4	6125.	25.35
24410.00	-3.12	120.3	6621.	27.67	1086.	.036	1.60	113.7	5933.	24.62
24411.00	-3.08	118.7	6420.	26.95	1099.	.036	1.78	112.2	5746.	23.94
24412.00	-3.19	116.5	6221.	25.97	1408.	.046	2.08	110.0	5559.	23.04
24413.00	-3.03	114.9	6026.	25.24	1330.	.042	2.32	108.4	5377.	22.35
24414.00	-2.68	113.1	5834.	24.44	965.	.030	2.54	106.5	5197.	21.61
24415.00	-3.39	111.4	5644.	23.72	2029.	.063	2.83	104.9	5020.	20.93
24416.00	-2.71	109.6	5458.	22.96	1225.	.037	3.12	103.1	4847.	20.23
24417.00	-3.08	107.9	5274.	22.28	1815.	.055	3.39	101.5	4677.	19.60
24418.00	-2.51	106.1	5094.	21.53	1128.	.035	3.67	99.7	4509.	18.91
24419.00	-3.10	104.6	4916.	20.94	1993.	.061	3.94	98.2	4345.	18.36
24420.00	-3.10	102.7	4741.	20.19	2100.	.063	4.31	96.3	4183.	17.66
24421.00	-3.18	100.5	4569.	19.33	2296.	.070	4.73	94.1	4021.	16.87
24422.00	-2.50	99.3	4400.	18.85	1442.	.043	4.97	92.9	3868.	16.43
24423.00	-3.19	97.4	4235.	18.15	2461.	.074	5.33	91.0	3714.	15.78
24424.00	-2.81	95.7	4072.	17.50	2023.	.061	5.68	89.3	3564.	15.18
24425.00	-3.01	94.0	3912.	16.90	2368.	.070	6.03	87.7	3417.	14.63
24426.00	-3.40	92.0	3754.	16.20	2975.	.088	6.47	85.7	3271.	13.98
24427.00	-2.38	90.1	3601.	15.52	1678.	.051	6.83	83.8	3129.	13.36
24428.00	-1.79	89.1	3450.	15.17	930.	.028	6.98	82.7	2994.	13.03
24429.00	-2.28	87.9	3300.	14.79	1627.	.049	7.13	81.6	2859.	12.67

TEST NO. 67 MARK II ANTISKID/STANDARD TIRES(WORN)/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	38600.LBS	27.591 IN HG	16.1 C	6.5 KTS	197.0 DEG MAG

	----------TEST	DAY----------						----STANDARD	DAY----	
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UHP	EBR	KTAS	DIST	KE
26424.80	-3.99	142.6	8738.	34.75	117.	.005	.01	134.5	7700.	30.43
26425.75	-3.62	140.4	8511.	33.70	0.	0.000	.01	132.4	7491.	29.47
26426.75	-3.96	138.1	8276.	32.61	383.	.018	.07	130.1	7274.	28.48
26427.75	-3.53	136.0	8045.	31.60	17.	.001	.10	128.0	7062.	27.55
26428.75	-3.71	133.9	7817.	30.62	391.	.017	.16	125.9	6853.	26.66
26429.75	-3.69	131.6	7593.	29.59	524.	.022	.28	123.7	6647.	25.72
26430.75	-3.33	129.4	7373.	28.61	210.	.009	.37	121.5	6445.	24.84
26431.75	-3.28	127.6	7156.	27.83	279.	.012	.40	119.7	6248.	24.12
26432.75	-3.76	125.5	6942.	26.90	1003.	.041	.57	117.7	6052.	23.28
26433.75	-3.45	123.4	6733.	26.01	745.	.030	.75	115.6	5860.	22.47
26434.75	-2.82	121.5	6526.	25.21	108.	.004	.83	113.7	5672.	21.75
26435.75	-3.50	119.8	6322.	24.50	1034.	.042	.93	112.0	5488.	21.11
26436.75	-3.06	117.6	6122.	23.64	665.	.026	1.13	109.9	5305.	20.32
26437.75	-3.59	115.6	5925.	22.85	1434.	.055	1.36	108.0	5126.	19.61
26438.75	-2.74	113.7	5732.	22.11	520.	.020	1.53	106.1	4951.	18.94
26439.75	-3.74	111.8	5541.	21.35	1845.	.070	1.79	104.2	4777.	18.26
26440.75	-3.35	109.7	5355.	20.55	1504.	.057	2.11	102.1	4607.	17.53
26441.75	-2.60	107.9	5171.	19.90	683.	.026	2.28	100.4	4442.	16.95
26442.75	-3.13	106.3	4990.	19.30	1421.	.053	2.48	98.8	4279.	16.41
26443.75	-3.34	104.4	4813.	18.62	1775.	.066	2.77	96.9	4119.	15.80
26444.75	-3.10	102.4	4638.	17.90	1595.	.058	3.07	94.9	3961.	15.15
26445.75	-2.84	100.6	4467.	17.29	1374.	.049	3.32	93.2	3807.	14.60
26446.75	-2.67	99.1	4298.	16.77	1233.	.045	3.52	91.7	3657.	14.14
26447.75	-2.73	97.5	4133.	16.23	1376.	.050	3.73	90.1	3510.	13.66
26448.75	-3.41	95.5	3969.	15.58	2296.	.081	4.15	88.2	3363.	13.07
26450.00	-2.81	93.5	3771.	14.93	1658.	.060	4.41	86.2	3186.	12.50
26451.00	-3.34	91.4	3614.	14.29	2367.	.086	4.76	84.2	3045.	11.92
26452.00	-2.96	89.7	3462.	13.75	2002.	.071	5.08	82.5	2910.	11.44
26453.00	-2.46	88.1	3312.	13.27	1463.	.053	5.31	80.9	2777.	11.01
26454.00	-2.95	86.4	3164.	12.77	2135.	.075	5.60	79.3	2647.	10.57
26455.00	-3.05	84.8	3020.	12.30	2304.	.082	5.90	77.7	2520.	10.15
26456.00	-3.54	82.6	2878.	11.65	2981.	.106	6.32	75.5	2392.	9.58
26457.00	-2.49	81.0	2741.	11.22	1789.	.062	6.60	73.9	2272.	9.19
26458.00	-2.90	79.3	2605.	10.74	2350.	.081	6.89	72.2	2153.	8.78
26459.00	-3.27	77.4	2473.	10.25	2866.	.097	7.24	70.4	2036.	8.34
26460.00	-3.44	75.7	2343.	9.79	3122.	.109	7.61	68.7	1923.	7.93
26461.00	-3.24	73.5	2218.	9.22	2956.	.104	8.01	66.5	1811.	7.44
26462.00	-2.71	71.9	2095.	8.84	2369.	.083	8.30	65.0	1705.	7.11
26463.00	-3.00	70.1	1975.	8.41	2792.	.095	8.62	63.2	1601.	6.73
26464.00	-3.35	68.4	1858.	8.00	3263.	.111	8.97	61.5	1500.	6.37
26465.00	-3.25	66.2	1745.	7.49	3204.	.112	9.35	59.4	1400.	5.93
26466.00	-3.11	64.5	1634.	7.11	3088.	.107	9.68	57.7	1305.	5.60
26467.00	-3.66	62.3	1527.	6.64	3813.	.133	10.07	55.6	1212.	5.19
26468.00	-3.20	60.5	1424.	6.25	3319.	.114	10.42	53.7	1123.	4.85
26469.00	-3.35	58.4	1323.	5.84	3556.	.122	10.77	51.7	1037.	4.50
26470.00	-3.06	56.5	1226.	5.45	3254.	.112	11.10	49.8	954.	4.17
26471.00	-2.28	54.9	1132.	5.15	2367.	.081	11.35	48.2	875.	3.91
26471.25	-2.02	54.5	1109.	5.08	2075.	.069	11.35	47.9	856.	3.86

TEST NO. 67C   MARK II ANTISKID/STANDARD TIRES(WORN)/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
34000.LBS	34500.LBS	27.592 IN HG	15.0 C	8.5 KTS	195.0 DEG MAG

	--------------------TEST DAY	--------------------						----STANDARD DAY----		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
28093.38	-3.98	136.7	7872.	28.55	110.	.006	.00	127.4	6792.	24.43
28094.25	-3.73	134.7	7673.	27.70	0.	0.000	.03	125.4	6610.	23.65
28095.25	-4.06	132.5	7448.	26.81	473.	.024	.07	123.2	6404.	22.85
28096.25	-3.90	130.0	7226.	25.82	458.	.024	.19	120.8	6200.	21.96
28097.25	-3.38	128.1	7009.	25.05	31.	.002	.20	118.9	6003.	21.26
28098.25	-4.05	125.7	6794.	24.12	895.	.046	.35	116.5	5806.	20.43
28099.25	-3.26	123.7	6584.	23.38	186.	.009	.42	114.6	5617.	19.75
28100.25	-3.50	121.5	6377.	22.56	558.	.027	.53	112.4	5428.	19.02
28101.25	-3.37	119.6	6174.	21.86	520.	.025	.62	110.5	5245.	18.39
28102.25	-3.19	117.5	5974.	21.10	488.	.022	.74	108.5	5064.	17.71
28103.25	-3.83	115.6	5777.	20.41	1255.	.059	.91	106.6	4886.	17.09
28104.25	-3.40	113.3	5584.	19.59	959.	.045	1.15	104.2	4711.	16.36
28105.25	-3.19	111.3	5394.	18.90	841.	.038	1.31	102.3	4540.	15.74
28106.25	-3.02	109.7	5208.	18.37	744.	.034	1.43	100.7	4374.	15.26
28107.25	-3.64	107.6	5024.	17.67	1492.	.069	1.67	98.6	4209.	14.64
28108.25	-3.03	105.3	4844.	16.95	976.	.043	1.91	96.4	4047.	14.00
28109.25	-3.16	103.9	4668.	16.50	1171.	.052	2.05	95.1	3892.	13.60
28110.25	-3.41	101.6	4494.	15.78	1554.	.071	2.34	92.8	3735.	12.96
28111.25	-3.13	99.8	4324.	15.22	1347.	.060	2.56	91.0	3584.	12.47
28112.25	-2.70	98.0	4157.	14.67	963.	.042	2.76	89.2	3436.	11.98
28113.25	-2.96	96.6	3993.	14.24	1316.	.059	2.93	87.8	3292.	11.60
28114.25	-3.30	94.5	3832.	13.65	1774.	.077	3.20	85.8	3149.	11.08
28115.25	-3.11	92.6	3674.	13.11	1656.	.072	3.47	83.9	3009.	10.60
28116.25	-3.15	90.9	3519.	12.61	1779.	.076	3.74	82.2	2873.	10.16
28117.25	-3.91	89.1	3367.	12.12	2663.	.116	4.06	80.4	2740.	9.73
28118.25	-1.74	86.8	3220.	11.50	433.	.018	4.31	78.2	2608.	9.19
28119.25	-2.81	86.1	3072.	11.32	1615.	.068	4.40	77.5	2485.	9.03
28120.25	-3.50	83.9	2929.	10.74	2445.	.103	4.75	75.3	2358.	8.53
28121.25	-2.83	82.0	2790.	10.28	1805.	.074	5.02	73.5	2237.	8.13
28122.25	-3.35	80.2	2652.	9.82	2438.	.100	5.32	71.7	2118.	7.73
28123.25	-2.27	78.6	2519.	9.43	1338.	.054	5.55	70.1	2003.	7.39
28124.25	-3.45	77.1	2387.	9.08	2660.	.108	5.80	68.6	1892.	7.09
28125.25	-3.26	74.8	2259.	8.54	2526.	.106	6.17	66.3	1779.	6.62
28126.25	-3.34	72.9	2134.	8.13	2675.	.112	6.48	64.5	1672.	6.26
28127.25	-2.70	71.2	2013.	7.73	2054.	.084	6.75	62.7	1569.	5.93
28128.25	-3.59	69.3	1894.	7.33	3091.	.122	7.07	60.9	1467.	5.58
28129.25	-3.39	67.2	1779.	6.90	2934.	.117	7.41	58.9	1369.	5.22
28130.25	-2.89	65.2	1667.	6.50	2464.	.098	7.71	56.9	1273.	4.87
28131.25	-3.04	63.8	1558.	6.22	2656.	.108	7.96	55.5	1184.	4.64
28132.25	-3.50	61.5	1452.	5.78	3224.	.129	8.30	53.2	1093.	4.27
28133.25	-3.49	59.7	1350.	5.44	3256.	.133	8.62	51.4	1008.	3.98
28134.25	-3.24	57.6	1251.	5.07	3046.	.125	8.93	49.4	925.	3.67
28135.25	-3.44	55.7	1155.	4.73	3320.	.133	9.23	47.5	846.	3.39
28136.25	-3.56	53.6	1063.	4.39	3500.	.141	9.55	45.4	770.	3.11
28137.25	-3.68	51.4	974.	4.04	3698.	.141	9.87	43.3	697.	2.82
28138.25	-2.99	49.4	889.	3.72	3005.	.116	10.15	41.3	628.	2.56
28139.25	-3.72	47.6	807.	3.46	3815.	.152	10.42	39.5	563.	2.35
28140.25	-3.70	45.2	729.	3.12	3852.	.152	10.73	37.1	499.	2.08
28141.25	-3.38	43.2	655.	2.85	3553.	.139	11.00	35.2	440.	1.86
28142.25	-3.56	40.9	584.	2.56	3800.	.145	11.27	32.9	384.	1.63
28143.00	-1.72	39.5	533.	2.39	1857.	.070	11.37	31.6	346.	1.50

TEST NO. 68A MARK II ANTISKID/SOMMERS TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	42600.LBS	27.625 IN HG	10.0 C	2.2 KTS	242.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
24442.70	-4.18	153.4	8174.	44.38	0.	0.000	0.00	152.4	8161.	44.22
24443.50	-4.71	151.2	7969.	43.11	0.	0.000	0.00	150.2	7953.	42.94
24444.50	-5.14	148.2	7715.	41.44	0.	0.000	0.00	147.2	7696.	41.25
24445.50	-4.41	145.5	7468.	39.94	0.	0.000	0.00	144.5	7446.	39.73
24446.50	-4.17	142.9	7225.	38.51	0.	0.000	0.00	141.8	7200.	38.29
24447.50	-3.88	140.6	6985.	37.26	349.	.013	.06	139.5	6958.	37.03
24448.50	-3.90	138.2	6750.	36.00	484.	.019	.19	137.1	6721.	35.76
24449.50	-3.80	135.9	6519.	34.83	541.	.021	.30	134.8	6487.	34.58
24450.50	-4.37	133.3	6291.	33.53	1468.	.056	.53	132.2	6258.	33.27
24451.50	-3.94	131.0	6068.	32.37	1067.	.039	.84	129.9	6032.	32.10
24452.50	-3.54	128.7	5850.	31.24	701.	.025	1.04	127.5	5812.	30.97
24453.50	-3.96	126.5	5634.	30.20	1403.	.048	1.26	125.4	5594.	29.91
24454.50	-3.75	124.2	5422.	29.11	1280.	.046	1.56	123.0	5381.	28.82
24455.50	-3.64	122.1	5215.	28.13	1272.	.044	1.80	120.9	5173.	27.83
24456.50	-3.87	119.8	5010.	27.06	1760.	.061	2.14	118.5	4967.	26.75
24457.50	-3.65	117.5	4810.	26.06	1699.	.056	2.50	116.3	4765.	25.75
24458.50	-3.60	115.4	4613.	25.12	1802.	.057	2.83	114.1	4567.	24.80
24459.50	-3.84	113.3	4420.	24.21	2269.	.071	3.23	112.0	4373.	23.89
24460.50	-3.66	111.1	4231.	23.27	2145.	.067	3.63	109.8	4183.	22.94
24461.50	-4.08	108.7	4045.	22.29	2840.	.088	4.11	107.4	3997.	21.96
24462.50	-3.65	105.5	3864.	21.39	2370.	.075	4.57	105.2	3815.	21.05
24463.50	-3.81	104.4	3686.	20.56	2683.	.085	4.99	103.1	3637.	20.23
24464.50	-4.35	101.8	3512.	19.56	3528.	.110	5.58	100.5	3461.	19.22
24465.50	-3.45	99.6	3342.	18.72	2460.	.076	6.04	98.3	3291.	18.38
24466.50	-4.29	97.3	3175.	17.86	3684.	.112	6.57	95.9	3124.	17.52
24467.50	-3.46	94.9	3013.	16.99	2689.	.083	7.08	93.5	2962.	16.65
24468.50	-3.58	92.9	2855.	16.29	2936.	.090	7.51	91.5	2803.	15.94
24469.50	-3.66	90.8	2700.	15.53	3400.	.105	7.87	89.3	2649.	15.19

TEST NO. 688 MARK II ANTISKID/SOMMERS TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	37800.LBS	27.630 IN HG	12.2 C	4.8 KTS	215.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
26722.70	-4.03	141.2	6977.	33.35	0.	0.000	0.00	136.6	6601.	31.39
26723.50	-4.28	139.0	6788.	32.35	152.	.009	.02	134.5	6415.	30.41
26724.50	-4.00	136.7	6555.	31.29	73.	.004	.03	132.2	6189.	29.38
26725.50	-4.59	134.0	6326.	30.07	919.	.048	.20	129.5	5964.	28.19
26726.50	-3.66	131.8	6102.	29.06	18.	.001	.25	127.2	5747.	27.21
26727.50	-4.05	129.5	5882.	28.08	626.	.031	.32	124.9	5532.	26.26
26728.50	-4.05	127.1	5665.	27.03	803.	.040	.48	122.5	5321.	25.24
26729.50	-3.86	124.8	5453.	26.05	704.	.034	.63	120.2	5115.	24.30
26730.50	-3.80	122.4	5244.	25.06	807.	.037	.81	117.8	4912.	23.33
26731.50	-3.77	120.3	5039.	24.22	919.	.041	.96	115.7	4714.	22.52
26732.50	-3.74	117.9	4838.	23.25	1029.	.045	1.19	113.3	4519.	21.58
26733.50	-3.87	115.6	4641.	22.38	1349.	.059	1.43	111.0	4328.	20.74
26734.50	-3.67	113.5	4447.	21.56	1254.	.055	1.66	108.9	4142.	19.95
26735.50	-4.12	111.3	4258.	20.71	1919.	.082	1.98	106.6	3959.	19.13
26736.50	-3.79	108.8	4072.	19.80	1664.	.072	2.32	104.2	3779.	18.25
26737.50	-3.58	106.6	3591.	19.03	1552.	.065	2.60	102.0	3604.	17.51
26738.50	-3.96	104.4	3712.	18.25	2107.	.088	2.93	99.8	3433.	16.75
26739.50	-3.53	102.2	3538.	17.46	1738.	.072	3.27	97.5	3265.	16.00
26740.50	-3.63	100.2	3367.	16.78	1963.	.079	3.57	95.5	3102.	15.35
26741.50	-3.79	97.8	3200.	16.02	2265.	.093	3.95	93.2	2942.	14.61
26742.50	-3.93	95.7	3037.	15.33	2526.	.104	4.32	91.1	2786.	13.96
26743.50	-3.66	93.3	2878.	14.55	2341.	.094	4.73	88.6	2633.	13.21
26744.50	-3.71	91.2	2722.	13.90	2489.	.101	5.09	86.5	2485.	12.59
26745.50	-4.27	88.9	2570.	13.22	3260.	.131	5.54	84.2	2340.	11.93
26746.50	-3.52	86.2	2422.	12.43	0.	0.000	5.91	81.5	2198.	11.18
26747.50	-3.03	84.7	2278.	12.02	0.	0.000	5.91	80.1	2064.	10.79
26748.50	-4.02	82.2	2137.	11.31	3266.	.126	6.34	77.6	1929.	10.12
26749.50	-4.11	60.2	2000.	10.76	3462.	.133	6.77	75.5	1800.	9.59
26750.50	-4.47	77.4	1867.	10.03	3977.	.157	7.29	72.8	1674.	8.91
26751.50	-4.12	74.9	1738.	9.40	3686.	.141	7.77	70.3	1552.	8.31
26752.50	-4.21	72.4	1614.	8.78	3879.	.149	8.24	67.8	1435.	7.72
26753.50	-4.34	70.0	14[illegible]4.	8.19	4128.	.157	8.72	65.3	1322.	7.17
26754.50	-4.14	67.3	1378.	7.58	3987.	.150	9.20	62.7	1213.	6.60
26755.50	-3.63	65.1	1266.	7.09	3456.	.133	9.60	60.4	1109.	6.14
26756.50	-4.24	62.7	1158.	6.59	4254.	.162	10.03	58.1	1009.	5.67
26757.50	-3.88	60.3	1055.	6.08	3914.	.148	10.45	55.6	913.	5.20
26758.50	-4.51	57.8	955.	5.59	4740.	.175	10.88	53.1	821.	4.75
26759.50	-4.71	55.1	860.	5.09	5046.	.190	11.35	50.5	733.	4.28
26760.50	-4.97	52.1	769.	4.54	5434.	.204	11.83	47.4	650.	3.78
26761.50	-4.61	49.3	684.	4.07	5102.	.184	12.27	44.6	571.	3.35
26762.50	-4.51	46.5	603.	3.62	5045.	.186	12.68	41.8	497.	2.94
26763.50	-4.51	44.1	526.	3.25	5105.	.188	13.05	39.4	429.	2.61
26764.50	-4.65	41.2	454.	2.84	5356.	.187	13.43	36.5	365.	2.24
26765.50	-5.71	38.1	387.	2.42	6646.	.243	13.84	33.4	305.	1.87
26766.50	-3.96	35.1	326.	2.06	4659.	.166	14.18	30.4	251.	1.55
26767.50	-4.93	32.9	268.	1.81	5836.	.209	14.46	28.1	202.	1.33
26768.50	-5.19	29.5	216.	1.45	6204.	.219	14.79	24.7	157.	1.03
26769.50	-4.91	26.7	168.	1.19	5907.	.213	15.06	22.0	118.	.81
26770.50	-4.35	23.5	125.	.93	5310.	.184	15.30	18.8	83.	.59
26771.25	-.48	22.2	97.	.82	785.	.027	15.36	17.4	62.	.51

TEST NO. 68C MARK II ANTISKID/SOMMERS TIRES/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
34000.LBS	34100.LBS	27.632 IN HG	15.0 C	2.7 KTS	185.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
28416.17	-4.16	135.6	6416.	27.76	80.	.004	.00	132.5	6118.	26.40
28417.00	-4.21	133.5	6227.	26.92	231.	.013	.04	130.4	5936.	25.60
28418.00	-4.24	131.0	6004.	25.92	394.	.022	.11	127.9	5719.	24.63
28419.00	-4.42	128.4	5785.	24.89	790.	.040	.26	125.3	5507.	23.64
28420.00	-4.20	126.0	5570.	23.98	705.	.036	.41	123.0	5300.	22.75
28421.00	-3.90	123.4	5360.	22.99	554.	.027	.57	120.4	5097.	21.80
28422.00	-3.84	121.2	5154.	22.18	612.	.029	.67	118.2	4897.	21.02
28423.00	-4.20	118.8	4951.	21.31	1157.	.056	.87	115.8	4701.	20.18
28424.00	-3.70	116.3	4752.	20.42	770.	.036	1.08	113.3	4510.	19.32
28425.00	-3.78	114.3	4558.	19.73	960.	.044	1.21	111.3	4322.	18.66
28426.00	-3.84	111.9	4367.	18.90	1166.	.055	1.44	108.9	4138.	17.86
28427.00	-4.35	109.7	4179.	18.15	1865.	.083	1.71	106.7	3958.	17.14
28428.00	-3.64	107.2	3997.	17.34	1269.	.055	2.00	104.3	3782.	16.36
28429.00	-4.35	104.8	3816.	16.59	2136.	.098	2.32	101.9	3609.	15.63
28430.00	-3.42	102.5	3643.	15.87	1307.	.057	2.60	99.7	3441.	14.95
28431.00	-3.85	100.2	3472.	15.17	1869.	.082	2.89	97.4	3276.	14.27
28432.00	-3.52	98.2	3304.	14.56	1632.	.069	3.17	95.3	3115.	13.68
28433.00	-3.65	96.1	3140.	13.93	1882.	.079	3.46	93.2	2958.	13.08
28434.00	-3.76	94.0	2980.	13.33	2091.	.087	3.78	91.1	2804.	12.50
28435.00	-3.32	91.8	2824.	12.72	1711.	.072	4.07	89.0	2655.	11.92
28436.00	-3.66	89.7	2670.	12.16	2167.	.092	4.37	87.0	2508.	11.38
28437.00	-3.85	87.5	2520.	11.56	2477.	.103	4.72	84.7	2365.	10.80
28438.00	-4.04	85.2	2375.	10.97	2767.	.116	5.10	82.5	2225.	10.24
28439.00	-4.24	82.6	2233.	10.31	3083.	.132	5.54	79.9	2089.	9.60
28440.00	-3.56	80.4	2096.	9.76	2452.	.103	5.89	77.7	1958.	9.08
28441.00	-3.87	78.3	1962.	9.25	2874.	.118	6.25	75.6	1831.	8.59
28442.00	-3.68	75.9	1832.	8.71	2763.	.111	6.61	73.3	1706.	8.08
28443.00	-4.06	73.8	1705.	8.23	3238.	.133	6.98	71.2	1586.	7.62
28444.00	-4.37	71.2	1583.	7.65	3648.	.154	7.42	68.5	1469.	7.07
28445.00	-4.03	68.8	1465.	7.14	3376.	.140	7.81	66.1	1357.	6.58
28446.00	-4.84	66.0	1351.	6.58	4323.	.179	8.27	63.4	1248.	6.05
28447.00	-4.05	63.6	1242.	6.11	3573.	.145	8.67	61.0	1145.	5.60
28448.00	-4.14	60.8	1136.	5.57	3740.	.156	9.08	58.2	1044.	5.10
28449.00	-4.04	58.7	1035.	5.21	3710.	.149	9.42	56.2	949.	4.75
28450.00	-4.27	56.1	938.	4.76	4030.	.161	9.81	53.6	858.	4.33
28451.00	-4.18	53.7	846.	4.35	3998.	.162	10.17	51.1	770.	3.94
28452.00	-4.62	51.1	757.	3.94	4544.	.178	10.55	48.6	687.	3.55
28453.00	-4.48	48.4	673.	3.53	4459.	.176	10.92	45.9	608.	3.17
28454.00	-4.17	45.9	594.	3.17	4189.	.166	11.25	43.4	534.	2.83
28455.00	-4.83	43.2	518.	2.81	4938.	.201	11.60	40.7	463.	2.50
28456.00	-4.79	40.4	448.	2.47	4953.	.203	11.94	38.0	398.	2.17
28457.00	-5.02	37.6	382.	2.13	5255.	.214	12.27	35.2	336.	1.86
28458.00	-5.15	34.5	321.	1.79	5459.	.218	12.59	32.1	280.	1.55
28459.00	-4.59	31.7	265.	1.52	4918.	.195	12.86	29.3	229.	1.29
28460.00	-5.18	28.8	214.	1.25	5595.	.219	13.13	26.4	183.	1.05
28461.00	-5.56	25.7	168.	1.00	6026.	.247	13.39	23.4	141.	.82
28462.00	-4.89	22.3	128.	.75	5375.	.213	13.62	20.0	104.	.60
28463.00	-3.44	19.9	92.	.60	3862.	.155	13.75	17.7	74.	.47
28463.12	-3.29	19.7	88.	.58	3707.	.149	13.75	17.4	70.	.46

TEST NO. 69A   MARK III ANTISKID/SOMMERS TIRES(WORN)/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
43000.LBS	43300.LBS	27.570 IN HG	12.8 C	5.6 KTS	195.0 DEG MAG

	-----	-----	-----	TEST DAY	-----	-----	-----	----	STANDARD DAY	----
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBP	EBR	KTAS	DIST	KE
24439.65	-5.20	154.0	9493.	45.43	543.	.035	.01	148.0	8751.	41.68
24440.50	-1.84	152.5	9275.	44.56	0.	0.000	.04	146.5	8545.	40.85
24441.50	-5.06	150.6	9016.	43.48	1267.	.058	.13	144.7	8301.	39.83
24442.50	-4.76	147.5	8766.	41.70	1155.	.048	.56	141.6	8060.	38.14
24443.50	-3.56	145.0	8519.	40.28	0.	0.000	.63	139.0	7824.	36.80
24444.50	-3.78	142.8	8276.	39.11	157.	.007	.64	136.9	7593.	35.70
24445.50	-3.71	140.6	8036.	37.87	263.	.011	.74	134.7	7366.	34.53
24446.50	-2.05	138.8	7801.	36.93	0.	0.000	.74	132.9	7144.	33.63
24447.50	-3.85	137.3	7568.	36.13	715.	.027	.79	131.4	6925.	32.88
24448.50	-2.70	135.1	7339.	35.00	0.	0.000	.86	129.3	6708.	31.82
24449.50	-2.78	133.3	7112.	34.08	0.	0.000	.88	127.5	6495.	30.94
24450.50	-3.33	131.6	6887.	33.20	417.	.015	.91	125.8	6284.	30.12
24451.50	-3.31	129.8	6667.	32.28	523.	.019	1.01	124.0	6077.	29.25
24452.50	-3.32	127.5	6450.	31.17	685.	.025	1.20	121.7	5871.	28.21
24453.50	-3.06	126.0	6236.	30.42	448.	.016	1.25	120.2	5671.	27.50
24454.50	-3.48	124.0	6026.	29.47	1122.	.040	1.45	118.2	5473.	26.60
24455.50	-3.76	121.7	5818.	28.39	1667.	.058	1.78	115.9	5277.	25.59
24456.50	-3.29	119.7	5615.	27.45	1358.	.044	2.09	113.9	5086.	24.70
24457.50	-3.54	117.5	5415.	26.46	1853.	.057	2.45	111.8	4897.	23.78
24458.50	-3.16	115.5	5218.	25.56	1429.	.046	2.76	109.8	4713.	22.93
24459.50	-3.90	113.4	5025.	24.65	2577.	.080	3.18	107.7	4531.	22.08
24460.50	-3.49	111.2	4836.	23.70	2142.	.066	3.62	105.5	4353.	21.19
24461.50	-3.13	109.1	4650.	22.80	1790.	.054	4.01	103.4	4179.	20.34
24462.50	-3.97	107.1	4467.	21.99	3007.	.091	4.46	101.4	4008.	19.59
24463.50	-1.55	105.1	4289.	21.19	0.	0.000	4.71	99.5	3842.	18.84
24464.50	-3.50	104.1	4111.	20.77	2510.	.078	4.89	98.5	3679.	18.45
24465.50	-3.61	101.7	3937.	19.83	2788.	.084	5.43	96.1	3516.	17.58
24466.50	-3.43	99.9	3768.	19.12	2636.	.080	5.84	94.3	3359.	16.91
24467.50	-3.58	97.6	3601.	18.25	2916.	.091	6.35	92.0	3203.	16.11
24468.50	-3.17	95.7	3438.	17.54	2458.	.075	6.77	90.1	3052.	15.45
24469.50	-3.01	93.8	3278.	16.85	2344.	.070	7.16	88.2	2904.	14.80
24470.50	-3.78	91.8	3122.	16.14	3456.	.105	7.63	86.2	2759.	14.15
24471.50	-3.51	89.6	2969.	15.39	3181.	.097	8.14	84.1	2617.	13.45
24472.50	-3.52	87.4	2819.	14.64	3289.	.099	8.63	81.9	2479.	12.76
24473.50	-3.40	85.5	2673.	14.01	3208.	.096	9.08	80.0	2345.	12.18
24474.50	-3.01	83.5	2531.	13.35	2767.	.082	9.51	78.0	2214.	11.57
24475.50	-3.34	81.7	2392.	12.79	3265.	.099	9.93	76.2	2086.	11.05
24476.50	-3.00	79.7	2256.	12.16	2980.	.087	10.35	74.2	1962.	10.48
24477.50	-2.29	78.0	2123.	11.66	1986.	.060	10.67	72.5	1841.	10.02
24477.75	-2.09	77.8	2090.	11.60	1734.	.051	10.67	72.3	1812.	9.96

TEST NO. 69B   MARK III ANTISKID/SOMMERS TIRES(WORN)/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
38000.LBS	38500.LBS	27.575 IN HG	13.6 C	5.6 KTS	215.0 DEG MAG

	-----	-----	-----	TEST DAY	-----	-----	-----	-----	STANDARD DAY	-----
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UHP	EBR	KTAS	DIST	KE
26701.75	-4.27	144.4	8047.	35.53	209.	.011	.01	137.3	7222.	31.70
26702.75	-3.50	142.2	7805.	34.47	0.	0.000	.01	135.1	6998.	30.72
26703.75	-3.72	140.0	7567.	33.39	0.	0.000	.01	132.9	6776.	29.72
26704.75	-3.47	137.8	7333.	32.39	0.	0.000	.01	130.8	6558.	28.79
26705.75	-3.53	135.9	7101.	31.48	0.	0.000	.01	128.9	6344.	27.95
26706.75	-3.38	133.8	6874.	30.53	0.	0.000	.01	126.9	6134.	27.07
26707.75	-3.65	131.7	6650.	29.56	342.	.016	.05	124.7	5926.	26.17
26708.75	-3.43	129.6	6429.	28.63	221.	.010	.12	122.7	5722.	25.31
26709.75	-3.65	127.5	6213.	27.72	637.	.027	.21	120.6	5522.	24.47
26710.75	-3.64	125.2	5999.	26.73	768.	.032	.38	118.4	5323.	23.56
26711.75	-3.94	123.3	5789.	25.90	1239.	.052	.56	116.4	5130.	22.79
26712.75	-3.96	120.8	5583.	24.85	1447.	.060	.87	113.9	4939.	21.83
26713.75	-3.81	118.4	5381.	23.91	1368.	.061	1.15	111.6	4752.	20.96
26714.75	-3.21	116.3	5183.	23.07	801.	.033	1.35	109.5	4570.	20.19
26715.75	-3.88	114.4	4988.	22.31	1728.	.069	1.60	107.6	4391.	19.49
26716.75	-3.08	112.1	4798.	21.40	913.	.036	1.86	105.3	4215.	18.66
26717.75	-3.26	110.5	4609.	20.81	1209.	.048	2.02	103.8	4043.	18.11
26718.75	-3.19	108.6	4425.	20.10	1231.	.049	2.24	101.9	3875.	17.46
26719.75	-2.86	106.8	4243.	19.43	949.	.037	2.43	100.1	3710.	16.85
26720.75	-3.63	104.9	4064.	18.74	1953.	.076	2.70	98.2	3547.	16.22
26721.75	-3.15	102.8	3889.	18.02	1507.	.059	3.00	96.2	3387.	15.56
26722.75	-3.71	100.8	3717.	17.30	2272.	.088	3.35	94.1	3230.	14.91
26723.75	-3.69	98.7	3549.	16.59	2364.	.090	3.72	92.1	3077.	14.26
26724.75	-4.14	96.1	3384.	15.74	3015.	.117	4.21	89.5	2926.	13.49
26725.75	-3.16	94.0	3224.	15.07	1960.	.073	4.57	87.5	2780.	12.87
26726.75	-4.01	92.1	3067.	14.46	3051.	.114	4.96	85.6	2638.	12.33
26727.75	-3.68	89.7	2913.	13.70	2858.	.101	5.43	83.2	2498.	11.64
26728.75	-3.46	87.7	2764.	13.10	2668.	.096	5.82	81.2	2363.	11.09
26729.75	-2.80	85.8	2618.	12.55	1969.	.069	6.14	79.4	2232.	10.60
26730.75	-3.99	84.0	2474.	12.02	3449.	.124	6.53	77.5	2104.	10.12
26731.75	-3.64	81.4	2335.	11.29	3144.	.110	7.02	75.0	1977.	9.46
26732.75	-3.44	79.6	2199.	10.79	2967.	.104	7.39	73.2	1856.	9.01
26733.75	-3.50	77.3	2067.	10.18	3124.	.110	7.82	70.9	1737.	8.46
26734.75	-3.25	75.5	1938.	9.70	2901.	.099	8.19	69.1	1623.	8.04
26735.75	-3.39	73.4	1812.	9.18	3125.	.111	8.57	67.1	1512.	7.57
26736.75	-3.73	71.4	1690.	8.68	3607.	.124	8.98	65.1	1404.	7.13
26737.75	-3.50	69.1	1572.	8.15	3401.	.118	9.40	62.9	1299.	6.65
26738.75	-3.75	67.1	1456.	7.67	3762.	.132	9.80	60.8	1198.	6.23
26739.75	-3.99	64.7	1345.	7.12	4120.	.144	10.26	58.4	1099.	5.75
26740.75	-4.11	62.4	1238.	6.63	4334.	.152	10.70	56.2	1005.	5.31
26741.75	-3.82	59.9	1135.	6.12	4060.	.141	11.13	53.8	915.	4.86
26742.75	-4.42	57.6	1035.	5.65	4839.	.169	11.57	51.4	828.	4.45
26743.75	-3.77	55.1	941.	5.17	4129.	.143	11.99	49.0	746.	4.03
26744.75	-3.98	52.9	850.	4.77	4450.	.150	12.37	46.8	668.	3.69
26745.75	-4.15	50.4	762.	4.32	4710.	.159	12.78	44.3	593.	3.30
26746.75	-3.87	48.0	679.	3.92	4430.	.150	13.15	41.9	522.	2.96
26747.75	-4.22	45.8	600.	3.57	4890.	.169	13.51	39.8	456.	2.66
26748.75	-4.57	42.9	526.	3.14	5372.	.184	13.91	37.0	393.	2.30
26749.50	-1.71	41.2	472.	2.89	1984.	.068	14.05	35.2	349.	2.09

TEST NO. 69C MARK III ANTISKID/SOMMERS TIRES(WORN)/WET RUNWAY

STAND WGT	TEST WGT	PRESS ALT	TEMP	WIND VEL	WIND DIREC
34000.LBS	34350.LBS	27.578 IN HG	15.1 C	6.5 KTS	210.0 DEG MAG

	TEST DAY							STANDARD DAY		
TOD	ACCEL	GND-SPD	DIST	KE	FBR	UBR	EBR	KTAS	DIST	KE
28476.55	-3.77	134.3	6978.	27.42	11.	.001	.00	126.4	6161.	24.03
28477.50	-3.73	132.1	6764.	26.54	99.	.005	.02	124.2	5963.	23.23
28478.50	-3.57	129.8	6543.	25.63	60.	.003	.05	122.0	5759.	22.39
28479.50	-3.85	127.7	6325.	24.80	484.	.025	.11	119.9	5558.	21.63
28480.50	-3.38	125.6	6112.	23.97	143.	.007	.17	117.7	5362.	20.87
28481.50	-3.50	123.5	5902.	23.21	392.	.018	.22	115.8	5169.	20.17
28482.50	-3.37	121.5	5695.	22.45	387.	.018	.30	113.7	4980.	19.47
28483.50	-3.68	119.5	5491.	21.70	829.	.038	.42	111.7	4793.	18.79
28484.50	-3.82	117.2	5292.	20.88	1125.	.051	.63	109.5	4610.	18.04
28485.50	-3.33	115.1	5096.	20.14	706.	.033	.80	107.4	4430.	17.36
28486.50	-3.53	113.1	4903.	19.46	1052.	.047	.96	105.5	4255.	16.74
28487.50	-3.46	110.9	4714.	18.72	1111.	.048	1.18	103.3	4082.	16.07
28488.50	-3.42	108.9	4528.	18.04	1156.	.053	1.39	101.3	3913.	15.45
28489.50	-3.26	107.0	4346.	17.40	1096.	.049	1.59	99.4	3748.	14.87
28490.50	-3.55	105.0	4167.	16.77	1485.	.068	1.82	97.5	3586.	14.30
28491.50	-3.63	102.8	3992.	16.07	1703.	.074	2.11	95.3	3426.	13.66
28492.50	-3.25	100.9	3820.	15.47	1384.	.061	2.35	93.4	3271.	13.12
28493.50	-3.17	98.8	3652.	14.84	1403.	.062	2.61	91.3	3119.	12.54
28494.50	-3.38	97.1	3486.	14.34	1702.	.073	2.83	89.7	2971.	12.10
28495.50	-3.87	94.7	3324.	13.64	2348.	.100	3.20	87.3	2824.	11.47
28496.50	-2.98	92.7	3166.	13.08	1495.	.061	3.48	85.3	2682.	10.96
28497.50	-3.26	91.0	3011.	12.59	1851.	.079	3.72	83.6	2543.	10.52
28498.50	-3.58	89.0	2859.	12.03	2277.	.096	4.05	81.6	2407.	10.02
28499.50	-3.06	87.1	2710.	11.53	1817.	.075	4.33	79.7	2276.	9.57
28500.50	-3.44	85.2	2565.	11.03	2308.	.094	4.63	77.9	2146.	9.13
28501.50	-3.15	83.2	2423.	10.53	2043.	.088	4.93	75.9	2020.	8.68
28502.50	-3.82	81.3	2284.	10.05	2850.	.119	5.27	74.0	1898.	8.25
28503.50	-3.38	79.0	2149.	9.48	2464.	.104	5.64	71.7	1778.	7.75
28504.50	-3.49	77.0	2017.	9.01	2659.	.111	5.97	69.8	1662.	7.33
28505.50	-3.52	74.8	1889.	8.51	2768.	.113	6.33	67.6	1549.	6.89
28506.50	-3.54	72.8	1765.	8.05	2856.	.120	6.68	65.6	1440.	6.48
28507.50	-3.63	70.6	1644.	7.58	3022.	.127	7.04	63.5	1333.	6.06
28508.50	-3.72	68.4	1526.	7.12	3198.	.132	7.40	61.3	1231.	5.66
28509.50	-3.49	66.3	1413.	6.69	3028.	.122	7.75	59.2	1133.	5.28
28510.50	-3.52	64.2	1302.	6.28	3126.	.125	8.09	57.2	1038.	4.92
28511.50	-3.92	62.0	1196.	5.85	3609.	.148	8.45	55.0	946.	4.56
28512.50	-3.72	59.8	1093.	5.43	3466.	.140	8.81	52.8	858.	4.19
28513.50	-3.92	57.5	994.	5.03	3742.	.151	9.17	50.5	773.	3.84
28514.50	-4.10	55.3	899.	4.65	4003.	.158	9.52	48.3	693.	3.52
28515.50	-4.40	52.6	808.	4.21	4375.	.180	9.91	45.7	615.	3.15
28516.50	-4.02	50.2	721.	3.83	4029.	.166	10.27	43.3	543.	2.82
28517.50	-3.89	47.7	639.	3.47	3962.	.156	10.60	40.9	474.	2.52
28518.50	-4.33	45.4	560.	3.14	4479.	.179	10.93	38.6	409.	2.24
28519.50	-5.26	42.6	485.	2.76	5535.	.219	11.30	35.8	348.	1.93
28520.50	-4.82	39.4	417.	2.36	5128.	.203	11.67	32.6	291.	1.60
28521.50	-4.33	36.8	352.	2.06	4663.	.179	11.97	30.1	240.	1.36
28522.50	-4.40	34.0	292.	1.76	4771.	.190	12.26	27.3	193.	1.12
28523.50	-4.21	31.7	237.	1.53	4625.	.175	12.50	25.1	151.	.95
28524.50	-5.16	28.9	185.	1.27	5682.	.214	12.77	22.3	113.	.75
28525.50	-5.35	25.6	139.	1.00	5909.	.234	13.03	19.1	79.	.55
28526.25	-2.69	23.5	105.	.84	3086.	.125	13.13	17.0	59.	.43

list of abbreviations and symbols

Item	Definition	Units
a	aircraft acceleration from phototheodolite data	ft/sec^2
AFISC	Air Force Inspection and Safety Center	- - -
AFWL	Air Force Weapons Laboratory	- - -
AOA	angle of attack	units
ASD	Aeronautical Systems Division	- - -
BFG	B.F. Goodrich	- - -
C_D	drag coefficient	dimensionless
C_L	lift coefficient	dimensionless
D	aircraft drag	lb
DBV	diagonally braked vehicle	- - -
ΔE_{BR}	energy absorbed by both brakes during deceleration from one data point to the next	ft-lb
E_s	standard day kinetic energy	ft-lb
E_t	test day kinetic energy	ft-lb
F_{BR}	braking force	lb
Fn_I	net idle thrust	lb
fps	feet per second	- - -
g	acceleration of gravity	32.2 ft/sec^2
L	aircraft lift	lb
LE	leading edge	- - -
MCAIR	McDonnell Aircraft Company	- - -
MLG	main landing gear	- - -
NASA	National Aeronautics and Space Administration	- - -
N_m	normal force on the main landing gear	lb
N_n	normal force on the nose gear	lb
N_x	longitudinal acceleration	g
N_y	lateral acceleration	g
N_z	normal acceleration	g
PBM	pressure bias modulation	- - -
RAD	Requirements Action Directive	- - -
ROC	Required Operational Capability	- - -
ΔS	the distance travelled by the aircraft from one data point to the next	ft

Item	Definition	Units
S_{g_s}	standard day stopping distance at 2,300 feet, corrected for wind	ft
S_{g_t}	test day stopping distance, corrected for wind	ft
$S_{g_{t_w}}$	test day stopping distance, not corrected for wind	ft
TAC	Tactical Air Command	- - -
TE	trailing edge	- - -
USAFE	United States Air Force, Europe	- - -
V_g	test day brake application groundspeed	fps
V_{t_s}	standard day true airspeed at 2,300 feet (or standard day, no wind groundspeed)	fps
V_w	component of wind along the runway, headwind (+), tailwind (-)	fps
W_s	aircraft standard gross weight	lb
W_t	aircraft test gross weight	lb
α	angle of attack	deg
μ_{BR}	braking coefficient of friction	dimensionless
μ_{r_n}	rolling coefficient of friction; assumed to be 0.015	dimensionless
σ_s	standard day density ratio at 2,300 feet	dimensionless
σ_t	test day density ratio	dimensionless

Subscripts

BR	brake, braking
g	ground, groundspeed
m	main landing gear
n	nose gear
s	standard day
t	test day
w	wind